
INDIAN RAILWAY CONFERENCE ASSOCIATION.

Proceedings of the Conference of Railway Delegates
assembled

AT

SIMLA.

September and October 1908.

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INDIAN RAILWAY CONFERENCE ASSOCIATION.

SCALE OF VOTING POWERS AS EXERCISED AT THE 1908 CONFERENCE.

(Fundamental Rule No IV, and Resolution No. 8 of 1906.)

Railways			Mileage open and under Construction on 31 12-07	Half No of Votes on mileage basis.	Actual freight ton mileage for 1907	Half No of Votes on freight ton mileage basis	Total No of Votes
Assam-Bengal	...	..	811	2	108,304,000	2	4
Barsi Light	...	...	78	$\frac{1}{2}$	Not recorded		1
Bengal and North-Western	...	...	1,942	3	361,395,000	$3\frac{1}{2}$	7
Bengal Dooars ..	.	...	153	$\frac{1}{2}$	Not recorded	..	1
Bengal-Nagpur	..	.	2,733	4	840,222,011	5	9
Bhavnagar-Gondal-Junagad-Portbandar			455	1	27,732,000	1.	2
Bombay, Baroda and Central India Railway.			3,504	$4\frac{1}{2}$	1,208,822,000.	$5\frac{1}{2}$	10.
Burma	...	..	1,600	3	298,842,000	$3\frac{1}{2}$	7
Calcutta Port Commissioners	.		...	$\frac{1}{2}$	Not recorded	...	1.
Dholpur-Bar	...	..	20	$\frac{1}{2}$	Not recorded	..	1
Eastern Bengal State	..	...	1,586	3	460,101,000	4	7.
East Indian	..	..	2,690	4	2,960,880,000	6	10
Great Indian Peninsula	..	...	3,183	$4\frac{1}{2}$	1,655,434,639	6	10
H. H. the Nizam's Guaranteed State	...		743	$1\frac{1}{2}$	179,910,000	$2\frac{1}{2}$	4
Jodhpur-Bikaner	...	...	1,078	$2\frac{1}{2}$	69,063,000	$1\frac{1}{2}$	4.
Madras and Southern Mahratta.	...		3,120	$4\frac{1}{2}$	686,625,688	$4\frac{1}{2}$	9
Morvi	...	...	95	$\frac{1}{2}$	Not recorded	...	1
North-Western	...	...	4,668	$4\frac{1}{2}$	2,397,177,000	6	10.
Oudh and Rohilkhand	..	...	1,423	$2\frac{1}{2}$	376,898,000.	$3\frac{1}{2}$	6
Rohilkhand and Kumaon . .		...	479	1	48,954,000	1.	2
South Indian .	...	..	2,000	3	378,177,196	$3\frac{1}{2}$	7
Shahdara-Saharanpur	...	...	93	$\frac{1}{2}$	Not recorded	...	1
Udaipur Chitor	...	...	67	$\frac{1}{2}$	1,914,000	$\frac{1}{2}$	1

INDIAN RAILWAY CONFERENCE ASSOCIATION

Proceedings of the opening day, Monday, 21st September 1908

The following were present —

PRESIDENT.

East Indian Railway W. A. DRING, ESQ. *Agent.*

DELEGATES

<i>Assam Bengal Railway</i> ...	.. HON'BLE MR VERNON WOODS	<i>Agent</i>
<i>Barsi Light Railway</i> ...	... W BROUGH-SIMPSON, ESQ	... <i>Deputy Agent.</i>
<i>Bengal and North-Western Railway</i> ...	E A NEVILLE, ESQ	. <i>Agent.</i>
<i>Bengal Dooars Railway</i> ...	... JAS A. KELLIE, ESQ	... <i>Manager and Engineer-in-Chief.</i>
<i>Bengal-Nagpur Railway</i> .	J MANSON, ESQ ...	<i>Agent.</i>
<i>Bhavnagar-Gondal-Junagadh-Porbandar Railway.</i>	A ROWLAND, ESQ. ...	... <i>Manager and Engineer-in-Chief.</i>
<i>Bombay, Baroda and Central India Railway</i>	MAJOR A. D. G. SHELLEY	. <i>Agent.</i>
<i>Burma Railways</i> ..	.. E JOHNS, ESQ ...	... <i>Agent</i>
<i>Calcutta Port Commissioners</i> ..	C. H. WINDLE, ESQ	. <i>Traffic Manager</i>
<i>Dholpur Bari Light Railway</i> [Represented by]	A MUIRHEAD, ESQ	... <i>General Traffic Manager, Great Indian Peninsula Railway</i>
<i>Eastern Bengal State Railway</i> .	COLONEL C H COWIE	... <i>Manager</i>
<i>East Indian Railway</i> ...	C M PEARCE, ESQ	... <i>Acting General Traffic Manager.</i>
<i>Great Indian Peninsula Railway</i> ...	F T. RICKARDS, ESQ	... <i>Agent</i>
<i>His Highness the Nizam's Guaranteed State Railway</i>	W PENDLEBURY, ESQ	... <i>Agent and Manager</i>
<i>Jodhpur Bikaner Railway</i>	R TODD, ESQ .	... <i>Manager.</i>
<i>Madras and Southern Mahratta Railway</i>	A. R. ANDERSON, ESQ	... <i>Agent</i>
<i>Morvi Railway</i> ...	H H SIR WAGHJEE THAKORB SAHEB OF MORVI.	<i>Proprietor</i>
<i>North-Western Railway</i> ..	.. H. P. BURT, ESQ	... <i>Manager</i>
<i>Oudh and Rohilkhand Railway</i> ...	R. W. EGERTON, ESQ	... <i>Manager.</i>
<i>Rohilkhand and Kumaon Railway</i> ...	G L EDWARDS, ESQ	... <i>Agent.</i>
<i>South Indian Railway</i> .	... NEVILLE PRIESTLEY, ESQ	. <i>Agent</i>
<i>Shahdara Saharanpur Light Railway</i> ..	Not represented	..
<i>Udaipur Chitor Railway</i> ...	Not represented	...

SECRETARY

D. ROSS-JOHNSON, ESQ

OTHER OFFICERS ATTENDING.

<i>Bengal and North-Western Railway</i> ...	J LIGHTFOOT, ESQ	... <i>Chief Auditor.</i>
	C V BLISS, ESQ ...	. <i>Officiating Traffic Manager</i>
<i>Bengal-Nagpur Railway</i> ...	A. M. CLARK, ESQ	... <i>Traffic Manager.</i>
<i>Bombay, Baroda and Central India Railway</i>	F. W. HANSON, ESQ.	.. <i>Acting General Traffic Manager.</i>
	G. F. GUY, ESQ. ...	... <i>Deputy Auditor</i>
	R. E. PIGOTT, ESQ	... <i>Electrical Engineer.</i>
<i>Burma Railways</i> ...	... H B. HUDDLESTON, ESQ	... <i>Traffic Manager.</i>

OTHER OFFICERS ATTENDING—*concd.*

<i>Calcutta Port Commissioners</i>	... F PALMER, ESQ, C I E	. Chief Engineer
<i>Eastern Bengal State Railway</i>	F D. KIERNANDER, ESQ.	Traffic Superintendent
<i>East Indian Railway</i> ..	.. J CALDWELL, ESQ.	... Acting Senior Assistant Auditor
	S T DUTTON, ESQ	... Signal Engineer
<i>Great Indian Peninsula</i> .	.. S J SARJANT, ESQ	. Locomotive Superintendent.
<i>His Highness the Nizam's Guaranteed State Railway</i>	W. C GAYE, ESQ	... Traffic Manager
<i>Madras and Southern Mahratta Railway</i>	W B WRIGHT, ESQ.	.. General Traffic Manager
	J SHAW, ESQ. ..	Chief Auditor and Accountant
<i>North-Western Railway</i> ..	.. L C D BEAN, ESQ	... Traffic Superintendent.
	A H WOLLASTON, ESQ.	.. Chief Examiner.
	G B GOYDER, ESQ	. Examiner
	G E LILLIE, ESQ	.. Superintendent, Kalka-Simla Railway
<i>Oudh and Rohilkhand Railway</i>	... A. R JACOBSON, ESQ.	... Officiating Traffic Superintendent
	W A. JOHNS, ESQ.	... Engineer-in-Chief.
<i>Rohilkhand and Kumaon</i>	... T H ROYLE ESQ.	... Traffic Superintendent.
<i>South Indian Railway</i> ...	. T J. MCCLOUGHIN, ESQ	. Traffic Manager

The President addressed the meeting as follows —

GENTLEMEN,

In the first instance I beg to express my appreciation at the great honour done me in my election as President of the Indian Railway Conference Association for the current year. That the President should come for two successive years from Calcutta is due to the absence of nominations for the post by railways having their interests elsewhere

2 The delegates to the Association meetings and the other officers attending being the senior officers concerned in the Administration and working of Indian Railways, we find with regret at almost each meeting that one or more of our associates in the past have finally left the country. This year we shall sorely miss Messrs E F Jacob and C. A R Crommelin. We have, on the other hand, to welcome back in his high appointment to Membership of the Railway Board, Mr S Finney, who last year retired from the managership of the North-Western Railway shortly before the meeting here of the Association and we are also honoured by the presence of His Highness the Thakore Sahib of Morvi.

3 In his opening address last year Mr Manson referred to the absence of a permanent Secretary, but was able to inform you that Mr Ross-Johnson, then Traffic Manager of the Madras Railway, on leave in England, had been offered and had accepted the post of wholtime Secretary to the Association. Mr Ross-Johnson took up his duties from the 23rd December 1907, and made his headquarters for a short period in Calcutta, but has since February last been conducting the work of the Association at Jubbulpur, selected as being probably the most central station of the system of Indian Railways taken as a whole. Mr Ross-Johnson is well known to us, and as we confidently anticipated, has quickly settled down to his important and increasing work, and has already given proof that our confidence in his qualifications was quite correctly placed.

4 The Association now consists of 23 members exercising 115 votes and representing a mileage of 32,301, out of a total mileage as recorded in the Government Administration Report of 32,722 miles. During the year, two new associates came to us, the Dholpur Bari Railway, which has a junction with the Great Indian Peninsula Railway at Dholpur and the Shahdara-Saharanpur Light Railway, forming a link between the North-Western and East Indian Railways. In proportion to the mileage still unrepresented on the Association, the number of railways is large, but they are for the most part of quite nominal importance in through traffic arrangements.

5. In May last, the Secretary, Railway Board, communicated sanction to the Fundamental Rules of the Association, on the understanding that the powers of the Association in regard to expenditure and establishment are subject to such limits as may be from time to time imposed by Government.

6 In future years it is proposed that the Secretary shall, before the Annual Meeting, draw up a progress report of the year's work, specially recording the action taken in conformity with the Resolutions passed at the previous meeting of the Conference. In regard to the questions discussed at last year's meeting and not then finally disposed of, the following remarks may be made.

7 The reprint of the Rules and Regulations discussed at the last Conference was completed by the Acting Secretary before the end of the year and on receipt from the printers in the early part of the current year, copies were issued to Railways. It may be recorded that a fair number of the dissents alluded to in paragraph 10 of the last President's address have been withdrawn by the Railways concerned. Copies of the Regulations are now available for sale to non-members.

8. The recommendations of the Conference in regard to the charges by Government for the rent and maintenance of the Railway Telegraph wires have been duly communicated to the Railway Board. No reply has yet been received.

9 The opportunity was taken of the presence of most of the members of the Association at a special meeting in Calcutta in February last, to deal with the reference from the Railway Board on the subject of a set of standard forms for

Line Clear Tickets The forms approved by the Association were duly submitted to the Railway Board. Some time passed in demi-official correspondence, but in June last the formal approval of the Railway Board was received to the forms as submitted, with the exception that the distinctive markings are required to be printed on the back as well as the front of the forms.

10 The Sub-Committee appointed to consider the question of a standard Telegraph Code for use in service messages between Railways met in July and their recommendations which have been circulated to Railways will come up for consideration and approval at the present meeting. The Committee considered a number of codes now in use and also proposals for different systems of codes, but did not consider them suitable for general use. The system they have decided to recommend is based partly on a collection of the letter syllables compiled by Mr C E Ross of the Public Works Accounts Department, to whose permission to make this use of the result of his labours Railways will be indebted.

11 The question of monthly station accounts has made substantial progress. The Sub-Committee appointed in October 1907 under Resolution 78 met in Calcutta in February last to frame working rules for the introduction of Monthly Accounts and the necessary consequent changes in the subsidiary regulations for dealing with through traffic. This report has been circulated and has already been generally accepted by Boards of Directors and State Railway Managers. Most Railways intimated their preparedness to bring in the change from the 1st July last, but in consequence of the heavy work in connection with the re-arrangement of their system, the Madras and Southern Mahratta Railway asked that the date might be postponed to the 1st January next. A further suggestion has been made that the 1st November 1908 being a Sunday might be a more convenient date. A reference to the Railway Board was necessary in order to obtain authority for the necessary substitution of monthly for weekly audited traffic returns and as to certain code rules. In their reply conveying sanction on these two points, the Railway Board also intimate their approval of the introduction of monthly accounts and desire to impress on the Conference the importance of the adhesion of all the important lines to the proposals and of the simultaneous introduction of the new rules on all the large railway systems. Some detailed objections have however been raised by one railway and to dispose of them a further meeting of the Sub-Committee has been called at Simla. One Railway also has not yet obtained its Board's approval to the change.

12. A subsidiary matter dealt with by the Sub-Committee is that of the carriage of railway invoices by the Post Office. At the last meeting it was decided that the President should address the Director-General. That officer's reply and the Sub-Committee's recommendation thereon will be found recorded in the Agenda for this meeting. The importance may here be emphasised of the Traffic Department insisting on a closer adhesion by the staff to the rules regarding junction invoices. A proposal by the South Indian Railway to amend the Subsidiary Regulations in this respect is also before the Conference.

13 In paragraph 20 of his address last year, the President referred to the report of the Railway Police Committee and the report was afterwards laid on the table for the perusal of the members. It has since been referred by the Railway Board direct to the Agents of Companies' lines together with a covering letter from the Home Department enquiring whether companies are prepared to accept the principles of division proposed, and the modifications of their Contracts necessary to give effect to them. It was considered by several Agents that it would be convenient to discuss the question in Conference and endeavour to obtain uniformity of views before addressing their Boards, and the subject has therefore been entered on the Agenda as Subject No 6. A connected question which has to be considered is that of carriages for Superintendents of Government Railway Police (Subject No. 7).

14 In Resolution 64 of last year it was recorded that the Secretary should be asked to revise the rules for the interchange of intermediate and third class privilege tickets. This has been done and the draft has been circulated to Railways and their replies and suggestions received. This will be found recorded under Subject No 34 of the Agenda, and the case is, it is hoped, in a form in which it can be disposed of without delay in full Conference.

15 The question of the rates for hire of rolling stock on foreign lines disposed of by Resolution 22 of the last meeting has been again entered for discussion at the request of the Bengal and North-Western Railway. In this connection some interesting data have been obtained from the American Railway Association through the courtesy of Mr Allen, Secretary of the Association, which have already been put before Railways.

16. The present meeting has before it an unprecedented list of subjects for consideration, and our closest attention will be necessary in order to dispose of them. It is very difficult to classify a series of no less than 66 questions, or to suggest a programme for their disposal with the utmost expedition possible consistent with thorough examination. Our task is so far as possible to come to a definite conclusion, and to avoid stating opinions in general terms. At these our meetings the point has been raised more than once whether a delegate of a railway not interested in a subject before us should vote or hold his peace. I venture to suggest that while it would undoubtedly be incorrect in such a case to record an unconsidered vote, it will fall within the scope of the delegate's position here to weigh what is said on each side and vote according to his opinion.

17. I have attempted to prepare a rough programme which will be put before you separately for the consideration of the subjects by various committees and it is, I think, unnecessary for me to go through our long list separately.

18 I desire to draw your attention to the excellent work which has been done previous to this meeting of the Conference Association, by our Tariff Simplification Committee, and by the Committee of Locomotive and Carriage Superintendents.

19 The Tariff Simplification Committee has been subject in a very marked degree to the changes in personnel forming so frequent a feature in all classes of administration and work in India. Its first Chairman was compelled to resign before the Committee had been long at work, a permanent Secretary was not available till quite recently, and the constitution of the Committee has twice completely changed in two years. It now fortunately has three of its original members in Messrs. Murhead, Wright and Ross-Johnson, the last named having been so appointed in the first instance. The result of very close application at protracted meetings at Jubbulpur and Simla is that the Committee are enabled to come before you with a record of much work done and much achieved. The Chairman of the Committee will give you details of the recommendations, and the reasons for them. The Conference will be asked to consider these recommendations, and also the advisability suggested by the Board of Directors of the East Indian Railway Company of entrusting the completion of the work of the Simplification of the Goods Tariff to a Committee of Officers who could devote their whole time to the work. As Members are aware, this proposal has the entire concurrence and approval of the Railway Board, who desire that the simplification may be carried through with as little delay as possible, and, while recognizing the value of the proposals put forward by the Committee who have already considered the question, are convinced that the early completion of the work necessitates more continuous attention than can be given in the intervals of time spared from duties which are in themselves of great importance.

20 The Locomotive and Carriage and Wagon Committee, affiliated with this Association under Resolution 91 of last year's Conference, met on the 7th instant for the consideration of the Agenda previously circulated, under the Presidency of Mr S. J. Sarjant, Locomotive Superintendent of the Great Indian Peninsula Railway. The meeting was fully attended, and valuable conclusions have been arrived at.

21 It is interesting to note that of the subjects placed before you for consideration, more than twenty are on references from the Railway Board. A subject which I may specially refer to as having been received too late for inclusion in the Agenda is that put to us by the Bengal Chamber of Commerce in regard to Risk Notes for petroleum. The forms of risk notes under which reduced rates are quoted for ordinary merchandise on condition that the carrier is relieved from responsibility, have recently, with our concurrence, been revised so as to make

the Railway liable for the loss of a complete consignment, or one or more complete packages forming part of a consignment, due to wilful neglect or to theft by railway servants. We are asked to agree to a similar revision in the risk notes for petroleum and such like commodities, and to obtain the sanction of Government to the revised forms.

22 There are proposals for reconsideration and revision of certain of the General Rules and these have been made at the instance of the Railway Board. In accordance with a resolution (No 57) passed last year, Railways have been asked to say whether the proposed modifications shall be taken into consideration, but seeing the nature of the reference it is necessary that an opinion be given on each proposal as made.

23 Another question also recently referred to us is as to existing railway rates as affecting the development of local industries, raised by the Government of the United Provinces. I am sure that we shall be ready to assist to the utmost of our power the industrial awakening of the country, and I commend to your acceptance the suggestion of the Railway Board that the railways serving the United Provinces should form a small local committee of Traffic officers, to which the Local Government would be invited to refer in the first instance any proposals regarding reduced rates, or the quotation of through rates which might be put forward as being likely to assist in the development of any particular local industry.

24 Gentlemen, the number of subjects before you is so large that any analysis of them would take much time and also delay us from getting to work. I trust you will find that each case is put before you in such a way that you will have the materials for full discussion. A bulky file has been prepared on the subject of municipal taxation, especially in regard to the cancelment by Government of certain notifications by which we were protected from being unfairly exploited for the benefit of local authorities, and to the declaration that every railway administration in British India shall be liable to pay lawfully imposed local taxes. The Railway Board has, to some extent, comforted us by pointing out that Government, as being more interested in Railway Revenues than Railway Companies, are fully alive to the necessity of preventing municipal taxation from growing to unreasonable dimensions, and are ready to give prompt and sympathetic consideration to our representations, if present orders are shown to bear unduly on railways.

25 A question of which the settlement will conduce to the efficient disposal of the business of the Association is that of the automatic filling up of vacancies on Committees and Sub-Committees, which must occur so frequently under Indian conditions. We have a standing Resolution which will be found printed as paragraph 3 on page 8 of the Regulations which provides for the filling of any vacancy in the office of President by his *locum tenens*. It is understood that it was informally agreed at the last meeting to apply the same principle to vacancies on Sub-Committees, but during the year objection has been taken to this having been done. It is therefore suggested that the following should be added to the Standing Resolution in question: "The same procedure shall apply in the case of vacancies in any Committee or Sub-Committee of the Association."

26 A suggestion may be made that it would conduce to efficiency if the two Arbitration Committees were now formally affiliated to the Association, the Secretary of the Association being *ex-officio* Secretary of both Committees. He would then keep the records. If Railways would also assist in the matter by sending the Secretary copies of judgments in suits in which they may be concerned from time to time in which questions of Railway law and practice are involved, these could be reported at the same time and a very useful record of Railway case law would thus be gradually built up.

27. Though perhaps it is not necessary at present to make a final proposal for your consideration that steps should be taken to have legal advice ready to our assistance when required, there are already indications that the work of the Association will require such help.

28 Last year's prize essays were not as satisfactory as usual and the President did not feel justified in awarding the first prize. The second prize was awarded to Mr Melville Hayman for an essay on "The advantages and disadvantages of the present system of pre-audit of all Revenue expenditure by which bills are concentrated at head-quarters prior to disbursement, thereby causing unavoidable delays in payment of salaries and allowances, with suggestions for modifying the system or for the adoption of a revised scheme," and the third to Mr Kishen Sahai, Claims Clerk, Rajputana-Malwa Railway, Ajmere, for "The best method of dealing with Passengers' luggage."

29 The accounts of the expenditure of the Association for the half year ended June 1908, duly audited by the Bengal-Nagpur and East Indian Railways for the first and second quarters of the half-year, respectively, have already been circulated to Railways. The expenditure amounts to a total for the half-year of Rs 17,307-10-2 and divided over the 119 votes of the Association gives an amount of Rs 145-7-1 per vote for the half-year, against Rs 204-12-2 per vote for the whole year 1907.

30 Owing to the re-distribution of Railways in Southern India the number of votes over which the expenditure is divisible is now reduced to 115. An estimate of expenditure for the coming year so far as it can be foreseen is printed in the Agenda under Subject No 40 for the approval of the Conference and a statement of the establishment of the Secretary's office approved by the President under Rule 7 of the Rules for the Secretariat Establishment is appended, also details of anticipated expenditure on the Locomotive Superintendents' Committee, sanction to which has been asked from the Railway Board.

31 The heaviest item in our expenditure and the uncertain element in our estimate is the cost of printing. It is probable that the number of publications for general distribution such as Regulations, Code Books, Tariffs, &c, will considerably increase in the future. At present the cost is met from the general funds of the Association and all Railways receive as many copies as they require. These requirements vary widely and thus some Railways pay for the excessive demands of others. It is also probable that the addition of these large bills may in the future cause us to exceed our present sanctioned expenditure of Rs 40,000 per annum. It is suggested therefore for the approval of the Association that in future six complimentary copies of such publications should be issued free to Railways and that they should be supplied with as many more copies as they require on payment, the price being fixed by the Secretary as closely as practicable to the actual cost of production.

32 Mr Priestley, Agent of the South Indian Railway, then stated to the Conference that he had brought up certain Electric Block instruments for exhibition to the members of the Conference and that these would be ready for inspection the following afternoon.

33 On the enquiry of Mr Rickards it was arranged that the Proceedings of the Locomotive and Carriage Superintendents' Committee should be taken into consideration on Monday, the 28th instant.

34 With reference to paragraph 25 of the President's address it was decided **Proposal 1.** on the proposal of Mr Muirhead, (Great Indian Peninsula Railway), seconded by Mr Neville, (Bengal and North-Western Railway), that,—*the question of the Resolution 1. method of filling vacancies on Sub-Committees be referred to a Sub-Committee.*

35. With reference to paragraph 26 of the President's address it was proposed by Colonel Cowie, (Eastern Bengal State Railway), and seconded by Major Shelley, (Bombay, Baroda and Central India Railway), that —

"The Claims Arbitration Committees of Northern and Southern India Proposal 2. be amalgamated and formally affiliated to the Indian Railway Conference Association, the Secretary of the Association being ex officio Secretary of the amalgamated Committee."

Resolution 2

The proposal was put to the vote and CARRIED the voting being as follows —

Railway					No of votes	Aye	No
Assam Bengal	..	..	..	..	4	Did not vote.	
Barsi Light	..	.	.	.	1	..	1
Bengal and North Western	..	..	..	...	7	Did not vote	
Bengal Doars	...	..	...	..	1	Did not vote	
Bengal Nagpur	.	..	...	..	9	9	...
Bhavnagar Gondal-Junagad Porbandar	...	..	...	..	2	2	..
Bombay, Baroda and Central India	...	..	...	..	10	10	...
Burma	...	..	...	...	7	7	..
Calcutta Port Commissioners	.	.	.	..	1	1	..
Dholpur Bari	..	.	...	..	1	.....	1
Eastern Bengal State	...	.	...	...	7	7	...
East Indian	..	..	.	.	10	10	..
Great Indian Peninsula	.	..	...	...	10	.....	10
H H the Nizam's Guaranteed State	...	..	...	..	4	4	..
Jodhpur Bikaner	...	..	...	..	4	4	..
Madras and Southern Mahratta	...	..	...	...	9	9	..
Morvi	..	..	...	..	1	1	..
North Western	..	...	..	..	1	10	..
Oudh and Rohilkhand	..	..	...	.	6	6	..
Rohilkhand and Kumaon	.	..	...	...	2	Did not vote	..
South Indian	...	..	...	...	7	7	..
Shahdara Saharanpur	.	..	...	..	1	Absent	..
Udaipur Chitor	...	..	...	..	1	Absent	..
Total					115	87	12

Proposal 3

36 It was then proposed by the President and seconded by Mr. Manson (Bengal Nagpur Railway)

That the following subjects be considered in Committee of full Conference,

- No (3) Proposal to increase the rate of hire on goods stock working on foreign lines.
- „ (4) Confirmation of revised rules of the Committee of Locomotive and Carriage Superintendents.
- „ (5) Proposal for the formation of a Signal Engineers' Committee.
- „ (6) To consider the Report of the Railway Police Committee and Railway Board's letter No. 415-R. E, dated 5th February 1908
- „ (7) Incidence of cost of construction and haulage of reserved carriages for the use of the Superintendents of Government Railway Police
- „ (9) Best system of electric lighting for trains.
- „ (10) To consider the report of the Tariff Simplification Committee.
- „ (15) Provision of warehouse accommodation for outward goods.
- „ (16) Railway Board's instructions *re* particulars of accidents to be communicated to the Press by District Officers of Railways
- „ (19) Extension of concession granted to officers and men of the Native Army to officers and men of the Military Police Service.
- „ (21) Inclusion of servants of players attending hockey, cricket, and football matches in the concession now granted to the players
- „ (27) Rates for the carriage of parcels by rail
- „ Payment made by the Post Office to Railways for the carriage of parcels.
- „ (32) Monthly Station Accounts (to confirm changes in Regulations proposed by Monthly Accounts Sub-Committee).
- „ Proposed Revision of Subsidiary Regulations Nos. 1 (b) and 3
- „ (34) Revised Privilege Ticket rules (see Resolution 64 of 1907).

No. (35) Application to admit the Offices of the Consulting Engineers and Government Examiners to the advantages of the Privilege Ticket and Free Pass rules

„ (37) Railway Board's proposal to adopt the limit of 6 months within which Railways may claim undercharges from Government and Government overcharges from Railways

„ (40) Statement of the expenditure of the Indian Railway Conference Association for half-year ending June 1908, and estimate of anticipated expenditure during 1909.

„ (47) Uniformity of practice in regard to the transit of witnesses and of accused persons sent up by the Government Railway Police to Magistrates.

„ (49) Concession to Secretary, Society for the Protection of Children.

„ (50) Vacuum Brake Rules

„ (51) Form of Progress report of engines and vehicles fitted with vacuum brakes.

„ (53) Application for concession in railway fares to visitors attending the Bombay Medical Congress

„ (60) Application for concession in railway fares to persons attending the Agra Christian Endeavour Convention to be held in November 1909.

„ (65) Guard's Compartment at the end of trains.

The proposal was put to the vote and CARRIED *nem con.*

Resolution 3.

37 It was then proposed by Colonel Cowie, (Eastern Bengal State Railway), and seconded by Mr Egerton, (Oudh and Rohilkhand Railway)

That the following subjects be referred to Sub-Committee No 1 which should be constituted as shewn below — Proposal 4.

The Hon'ble Mr. Vernon Woods,
Mr W Brough-Simpson,
Mr. E. A. Neville,
Mr. J. Manson,
Mr. A. Rowland,
Major A. D. G. Shelley,
Mr. E. Johns,
Colonel C. H. Cowie,
Mr F T Rickards,
Mr W. Pendlebury,
Mr R Todd,
Mr A R Anderson,
Mr H. P. Burt,
Mr R W Egerton,
Mr Neville Priestley,
Mr A. Murhead,
H H. Sir Waghjee Thakoor Sahib of Morvi,
Mr. G L Edwards

List of Subjects for No. 1 Sub-Committee.

No (8) Municipal taxation of Railways

„ (14) Proposal to draw up a uniform scale of punishment for all Railway Staff and insert as Subsidiary rules to rule 359, Chapter XXI, Part I, and Rule 33, Chapter IV, Part II of the revised General Rules for Railways, 1906

„ (38) Method of crediting to Joint Station account the value of stores returned from Joint Works.

No. (39) Incidence of liability for losses, damages and accidents to traffic, structures and stock at joint stations

„ (44) Constitution of Courts for the trial of Railway employés in connection with serious accidents, etc .

„ (46) Inclusion of Imperial Service Troops in the Military concessions granted to Native Troops

„ (48) Responsibility of Railways for warehousing goods.

„ (52) Common forms of tender and contract for the supply of sleepers and coal

„ (55) Contribution granted by Railways to Provident Funds

„ (57) Quarters to the Subordinate Railway staff

„ (58) Issue of return tickets at reduced rates to hill stations during the hot weather

„ (64) Rates for carriage & coal

„ (66) Accommodation for High Officials

Resolution 4

The proposal was put to the vote and CARRIED *nem con*

38 Mr. Lightfoot, Chairman of the Tariff Simplification Committee, while remarking upon Subjects Nos 10, 56, and 59, gave reasons why that Committee's report could not be submitted before the opening of the Conference, but said it would be submitted before its Proceedings terminated. He also stated that the Committee hoped their proposals might tend to an early arrival at the object to be achieved,

39 It was proposed by Mr Rickards, (Great Indian Peninsula Railway), and seconded by Mr Manson, (Bengal-Nagpur Railway)

Proposal 5

That the remaining subjects be referred to Sub-Committees Nos. 2 and 3 which should be constituted as shown below —

No 2 Committee			No 3 Committee		
Mr A Muirhead	..		Mr W B Wright		
Mr C V Bliss	.		Mr C M. Pearce		
Mr A M Clark	...	...	Mr H B Huddleston		
Mr F W Hanson	.	.	Mr F J McCloughin		
Mr F D Kierrander	...	..	Mr C H Windle		
Mr W C Gaye	...	.	Mr J Lightfoot		
Mr L C D Bean			Mr J Shaw		
Mr A R Jacobson		..	Mr G F Guy		
Mr J Caldwell	...	...	Mr G B Goyner		
Mr A H. Wollaston	...	.	
Mr T H Royle	..				

List of Subjects for No 2 Sub-Committee

- (1) Payment of a commission to Companies collecting freight
- (2) Proposed abolition of charge for the carriage of revenue stores
- (11) Complaints *re* corruption and extortion among the members of the Sub-ordinate Railway staff throughout India
- (13) Adoption of an uniform Telegraph Code on Indian Railways

- (18) Revised rates and conditions for the carriage of Military Traffic by rail.
Application of rates charged for Military Traffic to Military Works stores
- (20) Carriage of explosives for the Military Department, their custody on the journey and transfer to other lines
- (22) Carriage of bulky articles as Commercial Travellers' samples, and extent to which such traffic by mail trains should be restricted
- (23) Amendment of procedure in booking horses, etc., under item 5 of the concessions quoted in Conference Regulation 53
- (24) Conditions and rates for carriage of bronze, copper and nickel coins
- (25) Procedure to be followed in regard to the free allowance of luggage to passengers where only a portion has been booked at the starting station
- (26) Rates for cattle in through booking between Railways
- (33) Proposed alteration in the form of passenger tickets
- (63) Revision of Risk Note Forms D & G.

List of Subjects for No 3 Sub-Committee

- (28) Revision of Conference Regulations Nos 8, 9, 11 and 29.
Interpretation of Conference Regulation 8 (c).
- (29) Delay in settlement of claims for hire and demurrage charges
Suggested improvements in the method of settling hire and demurrage accounts
Proposed rule for insertion in the Regulations for the more expeditious settlement of claims for penalties, etc., for misdespatch
- (30) Proposed modification of Conference Regulation 7 (a) *ie* handing over vehicles at junction stations
Proposed addition to Conference Regulation No. 25 — Limit of time for submission of claims for hire, demurrage, haulage and penalty charges
- (31) Interpretation of Subsidiary Regulations Nos 34 and 35
Proposed modification of Conference Regulation No 47
- (36) Proposed subsidiary rules for dealing with goods traffic diverted on account of breach of line, accidents or other interruption.
- (41) Modification of Conference Regulation No. 7 (b)
- (42) Interpretation of Conference Regulation No. 46
- (43) Amplification of Conference Regulation No. 12 (d)
- (45) Carriage of wild birds and game during the close season
- (54) Conditions and rates for the carriage of motor cars and petrol
- (61) Revision of warrant Form E.

The proposal was put to the vote and CARRIED *nem. con*

Resolution 5

40 With reference to paragraph 31 of the President's address it was proposed by the President and seconded by Mr Manson, (Bengal-Nagpur Railway), that—

Each Railway shall receive one complimentary copy of publications for each vote held with a minimum of 6 for any Railway Extra copies if required shall be supplied on payment, the price being fixed by the Secretary as closely as possible to the actual cost of production.

Resolution 6

The proposal was CARRIED *nem. con*.

41. The President then referred to the following matters —

He had received a communication from Mr L. W. Ogilvy representing large Petroleum interests asking for an interview in regard to certain questions,

affecting the carriage of petroleum by rail. It would be for the Conference to decide if they could give Mr Ogilvy a hearing. The Conference decided to hear Mr Ogilvy.

A letter had also been received from Mr Lebrun who wished to place before the Association particulars in regard to a new process for the manufacture of steel and the establishment of large works in India. It was decided that as this was an engineering rather than a traffic question it could not be considered at the present meeting.

42 The President then read a letter from Colonel Crooke-Lawless, Honorary Secretary of the Lady Minto's Nursing Association, asking the consideration by the Conference of two questions, *viz.*, the exhibition at stations of notices regarding the Association and that of Railways joining the Association and subscribing to its funds. The correspondence and report were placed on the table for later consideration.

43 The President next referred to the question of facilities to members of the Permanent Way Institute of India at their annual meetings. Last year's meeting was held on the Eastern Bengal State Railway, and free carriage was given to the members to various stations of interest. This year the meeting would take place on the East Indian Railway, when similar facilities will be afforded. The attention of Railways was invited to this matter as the meetings of the Institute seem likely in future to be an annual function.

The Conference adjourned at 2-15 P M to permit of the Sub-Committees meeting in the afternoon.

Proceedings, Tuesday, the 22nd September 1908

OPENED AT 11 A M

44 All Members were present as on the previous day except Messrs Rickards and Kellie. Mr Muirhead represented the Great Indian Peninsula Railway.

The proceedings of the meeting of the previous day were read and confirmed.

45. Mr Muirhead asked permission to draw the attention of the Conference to the question of the public excitement which has been recently caused owing to the occurrence of assaults and thefts from passengers on running trains, and after referring to several suggestions which had been made for the better protection of passengers, such as the more rapid provision of the vacuum brake stopping apparatus in trains, the adoption of wire blinds to carriage windows, a means of locking windows and carriage doors from the inside and the putting of additional guards or conductors on trains, proposed that —

Proposal 7. *A small Committee should be formed to enquire and report to the Conference on this matter and that after the Conference has approved the deliberations be made public.*

Mr Priestley, South Indian Railway, explained that he had recently been experimenting with inside locks on Railway carriage doors fitted with an arrangement by which the guard could open the door from outside, but his doing so would ring an alarm, and he promised to show a model of the invention in the afternoon. He supported Mr Muirhead's proposal, which, having been put to the vote, was CARRIED *nem con*.

Resolution 7

Mr Muirhead, (Great Indian Peninsula Railway), then proposed, and Mr. Pendlebury (H H the Nizam's Guaranteed State Railway), seconded, that —

Proposal 8. *A Sub-Committee to consist of—*

The President,

Mr. Burt, North-Western Railway,

Mr. Manson, Bengal-Nagpur Railway,

Mr Priestley, South Indian Railway,

be appointed to report to the Conference what means might be adopted to secure safety to passengers travelling in trains.

The President suggested the addition of Mr. Muirhead, (Great Indian Peninsula), to the Committee and

Mr Neville, (Bengal and North-Western Railway), suggested that the name of Mr Sarjant, Locomotive and Carriage Superintendent, Great Indian Peninsula Railway, be added to the list of officers on the Committee

The proposal was put to the vote and CARRIED *nem con*

Resolution 8.

The Conference then resolved itself into Committee of full Conference to consider

Subject No 3

Proposal to increase the rate of hire on goods stock working on foreign lines

46 Mr Neville, Agent, Bengal and North-Western Railway, read the note printed as Appendix A to these Proceedings

The question having been fully discussed,—

Mr Neville, (Bengal and North-Western Railway), proposed, and Mr. Eger-ton, (Oudh and Rohilkhand Railway), seconded, that—

The rate of hire be increased by 25 per cent

Proposal 9

It was proposed as an amendment by Mr Pearce, (East Indian Railway), and seconded by Mr Anderson, (Madras and Southern Mahratta Railway), that—

No change be made in the present rate of hire and demurrage.

Amendment 1.

The amendment was put to the vote and LOST.

The original proposal was then put to the vote and CARRIED

Resolution 9

The resolution was again put as a substantive proposition when the following amendment proposed by Mr Todd, (Jodhpur Bikanir Railway) —

Proposal 10.

That hire be not altered and that relief be given by revising the rules for the return of stock

Amendment 1

was ruled by the President to be out of order

Mr Murhead, (Great Indian Peninsula Railway), then proposed as a amendment No 2 which was seconded by Mr Burt, (North-Western Railway) .—

That the rate for hire and demurrage be increased by 15 per cent

Amendment 2.

The amendment on being put to the vote was CARRIED, the voting being as follows —

RAILWAY.	No of votes	Aye	No
Assam Bengal	4	.	4
Barsi Light	1	Did not vote	
Bengal and North-Western	7	7	
Bengal Dooars	1	Did not vote.	
Bengal-Nagpur	9	9	...
Bhavnagar-Gondal-Junagad-Portbandar	2	2	...
Bombay, Baroda and Central India	10	.	10
Burma	7	7	
Calcutta Port Commissioners	1	.	1
Dholpur-Bar	1	1	..
Eastern Bengal State	7	..	7
East Indian	10		10
Great Indian Peninsula	10	10	..
His Highness the Nizam's Guaranteed State	4	4	...
Jodhpur Bikaner	4	..	4
Madras and Southern Mahratta	9	.	9
Morvi	1	...	1
North-Western	10	10	..
Oudh and Rohilkhand	6	6	...
Rohilkhand and Kumaon	2	2	..
South Indian	7	..	7
Shahdara-Saharanpur	1	Absent	
Udaipur-Chitor	1	Absent.	
TOTAL	115	58	53

Resolution 11. The proposal was put again as a substantive proposition and was CARRIED by the same majority, the votes being as before

The required $\frac{3}{4}$ th majority under Rule V of the Fundamental Rules not having been obtained, the rates for hire and demurrage remain unaltered

Subject No 5

Proposal for the formation of a Signal Engineers' Committee.

47. Colonel Cowie, (Eastern Bengal State Railway), proposed, and Mr Manson, (Bengal-Nagpur Railway), seconded, that—

Proposal 12. *In the opinion of this Conference the establishment of a Committee of Signal Engineers is desirable, and that steps should be taken to form such a Committee on the lines of the Locomotive and Carriage Superintendents' Committee.*

Resolution 12. The proposal was put to the vote and was LOST by show of hands

Subject No. 15.

Warehousing accommodation for outwards Goods Traffic

48 With the exception of the Burma Railways, the delegates were unanimous in considering that the time had not arrived when housing accommodation should be provided for goods delivered at Railway stations for despatch, with which a Railway cannot deal without delay and the Secretary was directed to reply to the Railway Board's reference accordingly, giving the reasons

Vacancies on Committees

49 With reference to paragraph 25 of the President's address the following Standing Resolution, to be entered after Rule 4 of Chapter III, Section 1 of the Book of Regulations, was after discussion ADOPTED.—

Resolution 13 *In any Committees or Sub-Committees of delegates or other officers of Railways elected to consider any special subject referred to them, if any Railway officer so elected to serve on a Committee or a Sub-Committee vacate his appointment for any reason, his place shall be filled by his locum tenens or successor in the Railway appointment.*

All Committees and Sub-Committees shall elect their own Chairman, and should the officer elected as Chairman vacate his appointment for any reason his locum tenens or successor shall act as Chairman till the next meeting

Note—This cancel. Resolution No 1 to refer this question to a Sub Committee

Resolution 14. 50 On the motion of the President it was RESOLVED that Subjects No 17, Reconsideration of General Rules 22, 44 (c), 110 and 111 and No 62 Modification of General Rule 12 (4), be referred to a special Sub-Committee composed of the following officers—

MR. PIGOTT ...	... <i>Bombay, Baroda and Central India Railway.</i>
MR DUTTON ...	... <i>East Indian Railway.</i>
MR. SCOTT ...	... <i>North Western Railway</i>
MR. NEALE ...	... <i>Great Indian Peninsula Railway.</i>
MR. JOHNS ..	... <i>Oudh and Rohilkhand Railway.</i>
MR MUIRHEAD	... <i>Great Indian Peninsula Railway.</i>
MR MCCLOUGHIN	... <i>South Indian Railway</i>
MR. CLARK ..	... <i>Bengal Nagpur Railway</i>

With power to add to their number.

The Conference adjourned at 2-15 P M to Wednesday, the 23rd September at 11 A.M. to enable the members to attend Sub-Committees in the afternoon.

Proceedings, Wednesday, the 23rd September 1908.

OPENED AT 11 A.M.

51 All the members were present as on the previous day except that Mr. Kellie (Bengal Dooars Railway) attended, and the Hon'ble Mr. Vernon Woods (Assam Bengal Railway) did not attend

The Proceedings of the meeting of the previous day were read and confirmed

52 It was decided that the Special Sub Committee appointed under Resolution 8 to report as to what means might be adopted to secure safety to passengers travelling in trains should meet on Thursday afternoon, the 24th instant

Subject No. 16

Railway Board's instructions re particulars of accidents to be communicated to the Press

53 After discussion Major Shelley, (Bombay, Baroda and Central India Railway), proposed, and Mr. Muirhead, (Great Indian Peninsula Railway), seconded, that--

The Conference Association while recognising the necessity for giving full and prompt information to the public is of opinion, that the procedure to be followed in reporting accidents should be left to the Railways concerned Proposal 15.

Proposed as an amendment by Mr. Manson, (Bengal Nagpur Railway), and seconded by Mr. Burt, (North-Western Railway), that--

The Conference Association does not consider it necessary to make any recommendation to the Railway Board concerning this matter but considers that it should be left to individual Railways to do so if they so desire. Amendment 1.

The amendment was put to the vote and CARRIED the voting being as Resolution 15. follows --

RAILWAY	No of votes	Aye	No
Assam Bengal	4	Absent	
Barsi Light	1		1
Bengal and North-Western	7		7
Bengal Dooars	1		1
Bengal Nagpur	9	9	
Bhavnagar Gondal Junagad-Forbandar	2	2	
Bombay, Baroda and Central India	10		10
Burma	7	7	
Calcutta Port Commissioners	1	1	
Dholpur-Bar	1		1
Eastern Bengal State	7	7	
East Indian	10	10	
Great Indian Peninsula	10		10
H. H. the Nizam's Guaranteed State	4		4
Jodhpur Bikaner	4	4	
Madras and Southern Mahratta	9	9	
Morvi	1		1
North-Western	10	10	
Oudh and Rohilkhand	6		6
Rohilkhand and Kumaon	2		2
South Indian	7	7	
Shahdara Saharanpur	1	Absent.	
Udaipur Chitor	1		
TOTAL	115	66	43

The amendment was then put to the vote as a substantive proposition and Resolution 16 CARRIED *nem. con.*

Subject No 19.

Extension of concession granted to officers and men of the Native Army, to officers and men of the Military Police service.

54 Proposed by Mr Anderson, (Madras and Southern Mahratta Railway), and seconded by Mr Johns, (Burma Railways), that
"The application be acceded to".

Proposal 17.
Resolution 17.

The proposal was put to the vote and LOST, the voting being as follows —

RAILWAY	No of votes	Aye	No
Assam Bengal	4	Absent	
Barsi Light	1		1
Bengal and North-Western	7	...	7
Bengal Dooars	1		1
Bengal-Nagpur	9	Did not vote.	
Bhavnagar Gondal Junagad Porbandar	2		2
Bombay, Baroda and Central India	10		10
Burma	7	7	
Calcutta Port Commissioners	1	Did not vote.	
Dholpur Bari	1	...	1
Eastern Bengal State	7	7	
East Indian	10	...	10
Great Indian Peninsula	10	...	10
H H the Nizam's Guaranteed State	4	4	
Jodhpur Bikaner	4		4
Madras and Southern Mahratta	9	9	
Morvi	1	1	
North-Western	10	10	
Oudh and Rohilkhand	6	6	
Rohilkhand and Kumaon	2		2
South Indian	7	...	7
Shahdara Saharanpur	1		1
Udaipur Chitor	1		1
TOTAL	115	44	55

Subject No 21.

Inclusion of servants of players attending hockey, cricket and foot-ball matches in the concession now granted to the players

55 Proposed by Mr. Muirhead, (Great Indian Peninsula Railway), and seconded by Mr Priestley, (South Indian Railway), that—

Proposal 18

After the words 'for each member' in item 2 of the schedule of concessions printed at page 50 of the Rules and Regulations of the Indian Railway Conference Association there be added 'and one servant of each member holding a 1st or 2nd class ticket'

Resolution 18.

The proposal was put to the vote and CARRIED, the voting being as follows —

RAILWAY	No of votes.	Aye	No
Assam Bengal	4	Absent.	
Barsi Light	1	1	
Bengal and North-Western	7	...	7
Bengal Dooars	1	...	1
Bengal-Nagpur	9	9	
Bhavnagar Gondal-Junagad Porbandar	2	...	2
Bombay, Baroda and Central India	10	10	
Burma	7	7	
Calcutta Port Commissioners	1	Did not vote	
Dholpur Bari	1	1	
Eastern Bengal State	7	7	
East Indian	10	10	
Great Indian Peninsula	10	10	
H H the Nizam's Guaranteed State	4	4	
Jodhpur Bikaner	4	4	
Madras and Southern Mahratta	9	9	
Morvi	1	1	
North Western	10	10	
Oudh and Rohilkhand	6		6
Rohilkhand and Kumaon	2	...	2
South Indian	7	7	
Shahdara-Saharanpur	1	Absent.	
Udaipur Chitor	1	Absent	
TOTAL	115	90	18

Subject No 34
Revised Privilege Ticket Rules

56 On a question raised as to the position of the East Indian Railway in regard to the Privilege Ticket Rules, the President explained the position of the East Indian Railway, after which, with reference to the note following Resolution No 64 of the Proceedings of 1907, Mr Manson, (Bengal-Nagpur Railway), proposed, and Major Shelley, (Bombay, Baroda and Central India Railway), seconded that—

The Privilege Ticket Order Rules circulated with Indian Railway Conference Association letter No 452, dated 10th May 1908, be now considered on the understanding that the Conference accepts the inclusion of the East Indian Railway on reciprocal terms as stated therein in the hope that should these terms be found onerous, the East Indian Railway will reconsider them

As an amendment it was moved by Mr Muirhead, (Great Indian Peninsula Railway), and seconded by Mr. Priestley, (South Indian Railway), that—

"No Railway may enter into the Privilege Ticket arrangement, unless it accepts the whole of the conditions as passed by the Conference" Amendment.

The amendment was put to the vote and was LOST by a show of hands.

The original proposal was then put and CARRIED by a show of hands. Resolution 19

The proposal was then put to the vote as a substantive proposition and Resolution 20. CARRIED *nem con*

The Conference adjourned at 2-15 P.M. to permit of the members attending Sub-Committees.

Proceedings, Thursday, the 24th September 1908.

OPENED AT 11 A.M.

All members were present as on the opening day

The Proceedings of the meeting of the previous day were read and confirmed

57. The Conference resumed consideration of

Subject No 34.

Revised Privilege Ticket Rules.

It was proposed by Mr. Burt, (North Western Railway), and seconded by Mr Egerton, (Oudh and Rohilkhand Railway), that—

"This subject be referred to Sub-Committee No 2."

Proposal 21

This was put to the vote and CARRIED *nem con*.

Resolution 21

58 The Conference then proceeded to the consideration of

Subject No. 6.

**Report of the Railway Police Committee and Railway Board's
Letter No 415 R.E, dated 5th February 1908.**

and
Subject No 7.

**Incidence of cost of Construction and Haulage of Reserved Carriages
for the use of the Superintendents of the Railway Police.**

And these subjects were still under discussion when the meeting adjourned at 2-15 to Friday the 25th September 1908, the Sub-Committees sitting in the afternoon.

Proceedings, Friday, the 25th September 1903

OPENED AT 11 A.M.

All members were present as on the previous day.

59 The Conference resumed the discussion of Subjects Nos 6 and 7, but no decision was arrived at

60 The Conference then considered the proceedings of the Sub-Committee appointed to report what further means can be adopted to secure the safety of passengers travelling in trains, under Resolution No. 8 (See Appendix B)

Proposed by Mr Priestley, (South Indian Railway), and seconded by Mr. Richards, (Great Indian Peninsula Railway), that—

Proposal 22.

The recommendations of the Sub-Committee be accepted and communicated to the Railway Board with a view to publication, if approved. In doing so, the attention of the Railway Board should be invited to Rule 64 of the General Rules which will need modification.

Resolution 22.

The proposal was put to the vote and CARRIED, the voting being as follows —

RAILWAY	No of votes	Aye	No
Assam Bengal	4	4	Did not vote
Barsi Light	1	1	Did not vote
Bengal and North-Western	7	7	Did not vote
Bengal Deccan	1	1	Did not vote
Bengal Nampur	9	9	Did not vote
Bhavnagar Gondal Junagad-Perbandar	2	2	Did not vote
Bombay Baroda and Central India	10	10	Did not vote
Burma	7	7	Did not vote
Calcutta Port Commissioners	1	1	Did not vote
Dholpur Bari	1	1	Did not vote
Eastern Bengal State	7	7	Did not vote
East Indian	10	10	Did not vote
Great Indian Peninsula	10	10	Did not vote
H. H. the Nizam's Guaranteed State	4	4	Did not vote
Jodhpur Bikaner	4	4	Did not vote
Madras and Southern Mahratta	9	9	Did not vote
Morvi	1	1	Did not vote
North-Western	10	10	Did not vote
Oudh and Rohilkhand	6	6	Did not vote
Rohilkhand and Kumaon	2	2	Did not vote
South Indian	7	7	Did not vote
Shabdara Saharanpur	1	1	Did not vote
Udampur Chiror	1	1	Did not vote
Total	115	104	

Designs of Station yards

61 The Conference then considered in Committee a suggestion of Mr Egerton, Manager, Oudh and Rohilkhand Railway, that opportunity might be taken of the presence of certain open line officers, including Signal and other Engineers, who have made a special study of the design of Station Yards to hold a meeting to discuss the question and submit a report for the information of the Association. The suggestion has been made by the Director of Railway Construction and has the approval of the President of the Railway Board.

Proposed by Mr Egerton, (Oudh and Rohilkhand Railway), and seconded by the Hon'ble Mr Vernon Woods, (Assam-Bengal Railway), that—

Proposal 23

"The Sub-Committee for this purpose should consist of the following members"

Hon'ble Mr Vernon Woods, Agent, Assam-Bengal Railway.

Mr. F. Tabbs, Engineer-in-Chief, Bombay-Sind Railway Survey

Mr. W. A. Johns, Engineer-in-Chief, Oudh and Rohilkhand Railway.

their letter No 1218-R. T, dated the 3rd July 1908, that further experiments as to the extra friction of the chain involved in the provision of additional 'pulls' should be conducted at the earliest possible date".

" The Committee also desire to point out that with reference to Railway Board's letter No 827-R T, dated 11th May 1908, if any alterations are made to present approved methods of fitting, the completion of this work, will be considerably delayed "

The amendment was put to the vote and CARRIED, the voting being as follows —

RAILWAY	No of votes	Aye	No
Assam Bengal	4	4	
Barsi Light	1	Did not vote	
Bengal and North-Western	7	7	..
Bengal Dooars	1	..	1
Bengal Nagpur	9	9	..
Bhavnagar Gondal-Junagad Porbandar	2	2	..
Bombay, Baroda and Central India	10	..	10
Burma	7	..	7
Calcutta Port Commissioners	1	Did not vote	
Dholpur Bari	1	1	..
Eastern Bengal State	7	7	..
East Indian	10	10	..
Great Indian Peninsula	10	10	..
H H the Nizam's Guaranteed State	4	4	..
Jodhpur-Bikaner	4	Did not vote	
Madras and Southern Mahratta	9	9	..
Morvi	1	..	1
North Western	10	10	..
Oudh and Rohilkhard	6	..	6
Rohilkund and Kumaon	2	2	..
South Indian	7	7	..
Shahdara-Sriharanpur	1	Abs ent	
Udaipur-Chitor	1	Abs ent.	
TOTAL	115	82	25

The amendment was again put to the vote as a substantive proposition and Resolution 28 CARRIED, the voting being as before.

Subject No. 51.

Form of Progress Report of Engines and Vehicles fitted with the Vacuum Brake

69. Proposed by Mr Manson, (Bengal Nagpur Railway), and seconded by Mr Rickards, (Great Indian Peninsula Railway), that—

The Indian Railway Conference Association recommend that the Railway Board may be pleased to revise table No. 1, Enclosure to Railway Board's letter No 389-R Statistics, in the manner recommended in Resolution No. 33 of the proceedings of the Locomotive and Carriage Superintendents' Committee, 1908, and recorded on page 87 of the Proceedings.

Resolution 29

The proposal was put to the vote and CARRIED, the voting being as follows —

RAILWAY	No of votes	Aye	No
Assam-Bengal	4	4	
Barsi Light	1	1	
Bengal and North-Western	7	7	
Bengal Dooars	1	1	
Bengal Nagpur	9	9	
Bhavnagar Gondal Junagad Porbandar	2	2	
Bombay, Baroda and Central India	10	10	
Burma	7	7	
Calcutta Port Commissioners	1	Did not	vote
Dholpur Bari	1	1	
Eastern Bengal State	7	7	
East Indian	10	10	
Great Indian Peninsula	10	10	
H H the Nizam's Guaranteed State	4	4	
Jodhpur Bikaner	4	Did not	vote
Madras and Southern Mahratta	9	9	
Morvi	1	1	
North Western	10	10	
Oudh and Rohilkhand	6	6	
Rohilkund and Kumaon	2	2	
South Indian	7	7	
Shahdara-Saharanpur	1	Absent	
Udaipur-Chitor	1	Absent	
TOTAL	115	108	

The Conference then adjourned at 2-15 P M to Tuesday, the 29th September at 11 A.M., the Sub-Committees sitting in the afternoon

Proceedings, Tuesday, the 29th September 1908.

OPENED AT 11 A.M.

All members were present as on the previous day with the exception of Mr. Kellie, Bengal Dooars Railway, who had left Simla. That Railway was represented by Mr E A Neville, Bengal and North-Western Railway.

The Proceedings of Thursday, the 24th Friday, the 25th and Monday, the 28th September 1908, were read and confirmed

70 After protest by Mr E A Neville, (Bengal and North-Western Railway), the Conference decided to proceed to the consideration of the remaining resolutions recorded in the Proceedings of the Committee of Locomotive and Carriage Superintendents Mr Neville asked that his protest might be noted as follows —

- That there are matters in the report which are beyond the competence of this Conference
- That with regard to other matters, even if within the powers of the Conference, due notice has not been given under Fundamental Rule III of Conference Regulations nor has sufficient time been allowed to permit of a reference to the Boards

The delegate of the Dholpur-Bari Railway did not vote on any of the Resolutions on the Proceedings of the Locomotive and Carriage Superintendents' Committee.

L and C S Committee, Subject No 1

The preparation of a comparative table shewing the approved rates of wages for Native Mechanics and artisans of Railways throughout India for the guidance of Railway officers.

Reprint of Committee's Resolution No 3.

71. (1). That the Locomotive and Carriage Superintendents of the Railways referred to in the Sub-Committee's report should meet and endeavour to assimilate the rates of wages of the various classes of workmen, and draw up new tables giving maxima and minima rates to be jointly agreed upon The results

so obtained to be forwarded to the Secretary of the Committee in time to be laid before the members at the next general meeting.

(2) That the Resolution recorded on page 92 of the Locomotive and Carriage Superintendents' Proceedings of 1905, Volume VIII, redrafted as follows, be made binding, and that the use of the service certificate printed below be made compulsory for all Railways represented in the Indian Railway Conference Association —

- (1) All skilled workmen of not less than 12 months' service shall receive on leaving their employment a certificate on the recognised form.
- (2) The portion of the certificate referring to qualifications and character should only be filled in after two years' service

FORM OF DISCHARGE CERTIFICATE

_____ Railway	
Certified that	_____
{	Son of _____ caste _____
	born at _____ zillah _____
was in the <u>Locomotive</u> <u>Carriage</u> Department of _____	_____ from _____
and when leaving was employed as _____	_____ to _____
His wages then being* _____	_____
Reason for leaving _____	_____
Character and conduct _____	_____
Abilities _____	_____
Thumb Mark of Employé _____	Signature of Issuing Officer. _____
COUNTERSIGNED BY * To be written in words as well as in figures	

After discussion, it was proposed by Mr. Neville, (Bengal and North-Western Railway), and seconded by Mr. Pendlebury, (His Highness the Nizam's Guaranteed State Railway), that

"Objection having been taken to the consideration of part (1) of this Resolution as the question is one of internal administration, consideration of it be not proceeded with" Proposal 30.

The proposal was put to the vote and CARRIED *nem con.*

Resolution 30.

Part (2) of the Resolution as quoted *was then* ACCEPTED.

Resolution 31.

L and C S Committee, Subject No 2

Revised Classification of Rolling Stock.

Reprint of Committee's Resolution No. 4.

72. (1) That this subject be referred for further consideration to two Sub-Committees, one to deal with the Broad and one the Metre gauge Reports as to the results of their deliberations to be forwarded to the Secretary at an early date The following gentlemen to comprise the Sub-Committees, the first mentioned in each case to undertake the representation —

Broad Gauge.

Mr. Houldcroft
Mr Danby,
Mr Bell.

Metre Gauge

Mr. Hindmarsh.
Mr Reynolds.
Mr Addis.

(2) Further that this Committee recommend the classification should be on broad lines equally applicable to all Railways in India, such as the provision of a letter or number to distinguish the main classes into which rolling stock is divided Further elaboration of these designations to be made by each Railway Administration as desired for their own particular system.

Accepted.

Resolution 32.

Proposal to increase the diameter of Metre Gauge Axles.*Reprint of Committee's Resolution No. 5.*

73. This meeting is of opinion that 8 tons should be the maximum load per axle for goods and coaching stock. In the absence of several members representing metre gauge lines, including the representative of the Sub-Committee appointed to look into this matter, the design of axle to carry the maximum load should be referred to a Sub-Committee consisting of representatives of Metre Gauge lines concerned, *viz*, Messrs Brock, George, Ryles, Hindmarsh, Goodwin, Hawkins, Reynolds, Blagrove and Rollston, the first named to communicate the result of their deliberations at an early date to the Secretary.

Resolution 33 *Resolved that the recommendation of 8 tons as the maximum axle load for metre goods and coaching stock is not accepted but that the design of axle to carry an 8-ton load may be referred to a Sub-Committee*

L. and C. S Committee, Subject No 4.

Mechanical loading of coal on engine tenders*Reprint of Committee's Resolution No 6*

74 Copies of all correspondence on the subject of mechanical loading of coal should be forwarded to the Indian Railway Conference Association together with a note emphasising the remarks put forward by Mr Yates, at the same time requesting them to advise the Railway Board that this Committee considers the present conditions existing in this country are unfavourable to the introduction of Mechanical loading "

Resolution 34 *Confirmed.*

L. and C. S Committee, Subject No 5

Undesirability of several Railways advertising simultaneously for their Coal requirements*Reprint of Committee's Resolution No 7.*

75. That no further action on the part of this Committee is necessary

Resolution 35. *Confirmed.*

L and C S Committee, Subject No 6

76. Dealt with in Resolution No 25 of Monday, 28th instant.

L. and C S Committee, Subject No 7

77. Dealt with in Resolution 26 of Monday, 28th instant.

L and C S Committee, Subject No 8

Size of Driving Wheels in Goods Engines

78 No resolution by the Conference necessary

L and C S Committee, Subject No 9

Computation of Train Loads, numerical and tonnage*Reprint of Committee's Resolution No. 10.*

79 That this Committee is of opinion that it is most desirable that loads should be computed on the tonnage basis.

Resolution 36. *Noted.*

L and C S. Committee, Subject No 10.

Hot-boxes on Goods and Coaching Stock, their causes, and the best way of prevention

Reprint of Committee's Resolution No. 11.

80. That in view of the reduction reported in the number of hot-axes that has been effected by cold rolling the journals and the reduction of the outer radius, these procedures are recommended for general adoption together with the lining of the brasses with white metal and the provision of a resilient medium for the lubricant.

Noted.

Resolution 37.

L and C S. Committee, Subject No 11

Slide Valves for Locomotives, balanced or unbalanced.

Reprint of Committee's Resolution No. 12.

81 That in view of the satisfactory results obtained with cast iron balanced valves on the Bombay, Baroda and Central India Railway, further comparative trials be made with similar valves of bronze and cast iron to ascertain the wear of valves and port faces, the results to be submitted to the Secretary in time for submission to the Committee at the next general meeting

Noted

Resolution 38.

L and C S Committee, Subject No 12.

The comparative advantages and disadvantages of 4-wheeled *versus* Bogie Goods stock

Reprint of Committee's Resolution No 13.

82 That Mr Houldcraft be asked to prepare in time for discussion at the next meeting a memorandum on the advantages or disadvantages of four-wheeled *versus* bogie stock on the broad and metre gauges in India.

Noted.

Resolution 39.

L and C S Committee, Subject No 13

The most suitable Valve Gear in view of obtaining a good length of connecting rod on "Consolidation" Locomotives.

Reprint of Committee's Resolution No. 14.

83 That this Committee is of opinion that the Walschaert gear is the most suitable valve gear for the 2-8-0 type goods engine for the broad gauge, and they suggest that experiments be made by those Railways possessing this type of engine to determine the advantages resulting from the longer connecting rod obtained with this gear. The results of these experiments to be communicated to the Secretary in time to be placed before the members at the next meeting

Noted

Resolution 40

L and C S Committee, Subject No 14

Wheel diameter in relation to draw bar pull

Reprint of Committee's Resolution No 15.

84. That the Committee consider it desirable that further data on this subject should be obtained by the Secretary for discussion at the next General Meeting.

Noted.

Resolution 41.

L and C S. Committee, Subject No 15

Piece-work compared with daily labour, advantages of piece-work.

Reprint of Committee's Resolution No 16

85. That this Committee subject to the conditions meeting it, recommend an approved system of piece-work as it has many advantages over daily labour, especially in manufacturing branches of large Railway shops

Noted.

Resolution 42.

L and C S Committee, Subject No 16

Heavy Tonnage wagon and coaching vehicles

Reprint of Committee's Resolution No 17

86 That this subject should be incorporated with No. 12 and discussed at the next general meeting of this Committee.

Resolution 43

Noted.

L. and C S Committee, Subject No 17

Cold Rolled Journals and Spring lubricating pads

87. No resolution by the Conference necessary.

L and C S Committee, Subject No 18

Comparative advantages of Indian and Australian Timbers.

Reprint of Committee's Resolution No. 18

88. That this Committee consider that certain Australian timbers may be usefully employed in rolling-stock construction in place of teak, more especially in wagon repair work. Those of the hard wood series best suited for the purpose appear to be tallow wood, yellow teak, white and red mahogany where weight is no object, and of the soft kinds Karri and Colonial pines. For decorative work silky oak is recommended, also some species of cedar.

This Committee are further of opinion that more attention to the seasoning of the Australian timbers by those supplying the same would much improve their usefulness.

Resolution 44

Noted.

L and C. S Committee, Subject No. 19

Dead weights of Coaching Vehicles.

Reprint of Committee's Resolution No. 19.

89 That as experiments are being carried out at the present time by order of the Railway Board to determine the maximum length and width of bogie coaches that can be permitted, this Committee postpone consideration of this subject till the results are made known.

Resolution 45.

Noted

L and C. S Committee, Subject No 20

A Standard axle-box for 10" × 5" journals.

Reprint of Committee's Resolution No 20.

90. That in the opinion of this Committee it is desirable that standards should be adopted for the different axle boxes for carriage and wagon stock on the Indian Railways and that the present appears an opportune time for securing a standard box for 10" × 5" journals with 7'-4" centres, that being the axle most recently adopted. The standard to be known as "I. R. C. A. Standards"

It was RESOLVED that—

Resolution 46

In the opinion of the Conference Association it is desirable that standards should be adopted for the different axle boxes for Carriage and Wagon stock on the Indian Railways. The Conference recommend a standard box for Broad Gauge for 10" × 5" journals with 7'-4" centres, that being the axle most recently adopted. That the Locomotive Superintendents' Committee should submit to each Locomotive or Carriage and Wagon Superintendent drawings of the proposed standards, which design will be submitted by each Locomotive Superintendent to his Agent with his remarks and the Agent would then submit to the Secretary of the Indian Railway Conference Association the view of his Administration. On receipt of all replies the Secretary will communicate them to the Railway Board for approval and general adoption.

L and C S Committee, Subject No 21

Improvement in High Speed Cutting Tools

91. No resolution by the Conference necessary.

L and C S Committee, Subject No 22

Material and Wear of Locomotive Boiler Tubes.*Reprint of Committee's Resolution No 21*

92. That the Locomotive Superintendents of the following Railways be appointed to act as a Sub-Committee to gather information on this subject and submit a report for the consideration of the Committee at the next annual meeting

Great Indian Peninsula	...	Bengal-Nagpur.
Rajputana-Malwa	...	South Indian.
Assam-Bengal.		

Noted.

Resolution 47.

L. and C S Committee, Subject No 23

Wear of Tube Plates.*Reprint of Committee's Resolution No 22.*

93 The data now at the disposal of the Committee be circulated to all Locomotive Superintendents in India, in order that the experience may be obtained of those members of this Committee who have been unable to contribute to this debate, with regard to similar classes of engines. It is considered desirable that the results experienced with these fireboxes should be communicated to the Locomotive Standards Committee in England, in order that these defects may have attention.

Noted.

Resolution 48

L. and C S Committee, Subject No 24

Smoke trouble on large engines*Reprint of Committee's Resolution No. 23.*

94 The smoke trouble should be met by taking such steps as are possible to ensure perfect combustion in the firebox, it being found that appliances for dealing with the smoke at the chimney end are useless.

Noted

Resolution 49

L and C. S Committee, Subject No 25

Motor Vans and Lorries.

94½ No resolution by the Conference necessary.

L and C. S Committee, Subject No 26

Desirability of increasing the prescribed limits for loading gauge and dimensions of rolling stock for the metre gauge*Reprint of Committee's Resolution No. 24.*

95. This Committee are unable to decide the maxima dimensions permissible for metre gauge stock until trials have been undertaken on similar lines to those now being conducted on the Broad Gauge.

Noted The Conference Association recommend that trials should be undertaken with metre gauge stock similar to those now being conducted with broad gauge

Resolution 50

Locomotives used on the Hill section of the Ceylon Government Railways.

Reprint of Committee's Resolution No. 25.

96 That the Committee see no objection to the use at slow speeds of 4-6-0 engines with flangeless leading coupled wheels on hill sections with sharp curves?

They recommend that further experiments be made in this direction and the results communicated to the Secretary for the information of the Committee.

Resolution 51. *Noted. This resolution will be communicated by the Secretary to the Railway Board.*

Desirability of a uniform procedure for recording Vacuum Brake failures.

Reprint of Committee's Resolution Nos. 26-27.

97. That all failures or partial failures of the automatic vacuum brake on either engines or vehicles whether causing detention or not, should in future be recorded and included in the half-yearly returns sent to Government.

That a Sub-Committee be appointed to draw up a definite classification of failures of the automatic brake so that a uniform system of record for the Government returns may be obtained.

The Sub-Committee to consist of Messrs. Danby, Bell, Hawkins and Carr.

Resolution 52. *Confirmed.*

Condemning thickness of tyres for 16-ton wagon axles with ring and stud fastenings.

Reprint of Committee's Resolution No. 28

98 The Committee agree that for both ring and stud fastenings whether in use under vacuum or non-vacuum braked stock the condemning thickness of tyres for 16-ton wagon axles be $1\frac{1}{4}$ ".

Resolution 53 *Confirmed*

Rules for the use of the Automatic Vacuum Brake on Trains

98 $\frac{1}{2}$ Dealt with in Resolution No. 27 of Monday, 28th instant.

Procedure for expediting the repair and return of interchanged rolling stock.

Reprint of Committee's Resolution No. 32.

99 With reference to broad gauge stock this Committee is of the opinion that it is undesirable to institute the maintenance of imprest stocks of foreign Railway materials for the repairs of Rolling stock.

They consider that attention should be directed to the standardization of details such as Wheels and Axles, Axle-boxes, Springs and Buffers, which would obviate the necessity for maintaining such imprests.

They agree however that a Sub Committee composed of Messrs. Houldcroft, Danby and Bell should consider and report on Mr. Houldcroft's proposals so far as they refer to expediting the repair of interchanged Rolling Stock

Proposed by Mr Manson (Bengal-Nagpur Railway), seconded by Major Shelley (Bombay Baroda and Central India Railway), that—

The Conference Association consider that with a view to expedite the return of damaged foreign vehicles of all gauges it seems desirable that the Railway Board should standardize under different axle loads such details as axles, axle boxes, springs, coupling gear and such other details as the Committee may recommend and that the Locomotive and Carriage Superintendents' Committee should submit to each Loco. or Carriage and Wagon Superintendent drawings of the proposed standards which designs will be submitted by each Loco Superintendent to his Agent with his remarks, and the Agent would then submit to the Secretary, Indian Railway Conference Association, the view of his Administration. On receipt of all replies the Secretary will communicate them to the Railway Board

The proposal was put to the vote and CARRIED *nem con*

Resolution 54.

L and C S Committee, Subject No 32

Form of Progress Report of Engines and vehicles fitted with the vacuum brake.

Dealt with in Resolution No 29 of Monday, the 28th September

L and C S. Committee, Subject No 33

Maximus Brake

Reprint of Committee's Resolution No 34

99½ This Committee considers that the maximus brake gear is an ingenious device for ensuring a graduated pressure on the brake blocks, and recommend that trials be made with this apparatus on Indian Railways preferably on those with steep grades and large suburban traffic.

Noted

Resolution 55.

100. The President then communicated the hearty thanks of the Conference to Mr Sarjant and his Committee for the preparation of their valuable report and to Mr Sarjant especially for remaining in Simla to put the Proceedings before the Conference.

The Conference then resumed discussion of

Subject No. 6

Consideration of the Report of the Railway Police Committee

101 Proposed by Mr Priestley (South Indian Railway), seconded by Mr. Manson (Bengal-Nagpur Railway), that—

Proposal 56 *The proposals of the Railway Police Committee as to the distribution of charges between Railways and the Police should be recommended for acceptance on the understanding that full effect will be given to paragraph 6, II (VII) of Government of India letter No 12-19, dated the 6th January 1908. The Conference Association consider that in accordance with the Contracts between the Secretary of State and Companies' lines and as is apparently contemplated in the foregoing letter of the Government of India, responsibility should rest on Railways in the first instance to decide the stations at which "order" police will be required and the number required thereat, increases being made to these numbers only when experience justifies their necessity. The Conference Association further considers it desirable that Railway Administrations should be consulted when any change is contemplated regarding the filling of the appointment of Superintendent of Railway Police*

Resolution 56. The proposal was put to the vote and CARRIED, the voting being as follows —

RAILWAY	No of votes	Aye	No
Assam Bengal ..	4	4	..
Barsi Light ..	1	1	..
Bengal and North Western ..	7	7	..
Bengal Dooars ..	1	1	..
Bengal Nagpur ..	9	9	..
Bhavnagar Gondal Junagadh Porbander ..	2	2	..
Bombay, Baroda and Central India ..	10	10	..
Burma ..	7	7	..
Calcutta Port Commissioners ..	1	1	..
Dholpur Bari ..	1	Did not vote	..
Eastern Bengal State ..	7	7	..
East Indian ..	10	10	..
Great Indian Peninsula ..	10	10	..
H H the Nizam's Guaranteed State ..	4	4	..
Jodhpur Bikaner ..	4	4	..
Madras and Southern Mahratta ..	9	9	..
Morvi ..	1	1	..
North Western ..	10	10	..
Oudh and Rohilkhand ..	6	6	..
Rohilkhand and Kumaon ..	2	2	..
South Indian ..	7	7	..
Shahdara Saharanpur ..	1	Absent	..
Udaipur Chittor ..	1	Absent	..
TOTAL ..	115	112	..

Subject No. 7

Reserved carriages for the use of Superintendents of Government Railway Police

102 Proposed by Mr Priestley (South Indian Railway), seconded by Mr Manson (Bengal-Nagpur Railway), that—

Proposal 57 *If special carriages are required to be provided for the exclusive use of Police Officers, the cost and maintenance of such carriages should be borne by Government, haulage being provided free by Railway administrations when the carriage is occupied by the Railway Police Superintendents. It is understood that in regard to telegrams and free passes the concessions will be limited to services rendered in connection with local Railway duties.*

The proposal was put to the vote and CARRIED, the voting being as Resolution 57. follows —

RAILWAY.	No of votes	Aye	No
Assam Bengal	4	4	...
Barsi Light .	1	1	...
Bengal and North-Western .	7	7	...
Bengal Dooars .	1	1	...
Bengal Nagpur ..	9	9	...
Bhavnagar Gondal-Junagad-Porbandar .	2	Did not vote	
Bombay, Baroda and Central India ...	10	10	..
Burma ..	7		7
Calcutta Port Commissioners ..	1	Did not vote	
Dholpur Bari .	1	Did not vote.	
Eastern Bengal State ..	7	Did not vote.	
East Indian ..	10	Did not vote	
Great Indian Peninsula .	10	10	..
H. H. the Nizam's Guaranteed State ..	4	4	
Jodhpur Bikaner ..	4	4	...
Madras and Southern Mahratta .	9	9	
Morvi .	1	1	
North-Western ..	10	Did not vote	
Oudh and Rohilkhand ...	6	Did not vote	
Rohilkhand and Kumaon ..	2	2	..
South Indian ...	7	7	..
Shahdara Saharanpur .	1	Absent	
Udaipur Chittor ..	1	Absent	
TOTAL ...	115	69	7

The meeting adjourned at 2-15 P. M. until Wednesday, the 30th instant, at 11 A. M., the Sub-Committees continuing their work in the afternoon.

Proceedings, Wednesday, the 30th September 1908

OPENED AT 11 A. M.

The delegates present were the same as on the previous day

103. With regard to paragraph 42 of the President's remarks in the Proceedings of Monday, the 21st September 1908, on the subject of the demi-official letter from Colonel Crooke-Lawless, Honorary Secretary of the Lady Minto's Nursing Association, it was agreed that the request of the Honorary Secretary as to exhibition of notices at stations should, subject to the concurrence where necessary of Advertisement Contractors, be acceded to, but that the Nursing Association should be requested to endeavour to make the notices of a somewhat more permanent nature than the sample sheets which had been received. In regard to joining the Association the general sense of the Conference was that the question was one of internal administration in which the Conference Association could not very well interfere.

Subject No. 32

Monthly Station Accounts.

(To confirm changes in subsidiary Regulations proposed by the Monthly Station Accounts Sub-Committee, and proposed revision of Subsidiary Regulations Nos. 1 (b) and 3)

104. Mr. Shaw (Madras and Southern Mahratta Railway), Chairman of the Sub-Committee, presented the report of the Committee appointed under Resolution No. 78 of the 1907 Conference to draw up Working Rules for Monthly Station Accounts, (Appendix E.)

During the discussion the following revision of Rules 1 (b) and (c) and 3 was ACCEPTED as shewn below, the additions being in italics

(b) "Junction Invoices" shall, *subject to the exception in (c)*, be forwarded in special covers by the train by which they will soonest reach the first junction, and after being copied into the junction books, shall be despatched to the next junction, or to destination, as the case may be

(c) In the case of consignments which have to be transhipped, the numbers of the wagons into which the consignment is transhipped shall be entered by the transshipping junction in the Junction Invoice *and the Junction Invoice shall accompany the goods to destination.*

3 When through goods reach a junction before the Junction Invoice, the latter shall be at once telegraphed for to the forwarding station or to the last junction, as the case may be, and on receipt shall be dealt with as directed in Subsidiary Regulations 1 (b) and (c) and in such cases *except to comply with rule 1 (c)* the goods must not be detained if the destination station can be ascertained from the wagon label Guards' guidance, or marks

It was proposed by Mr Anderson (Madras and Southern Mahratta Railway), and seconded by Mr Priestley (South Indian Railway), that—

Proposal 58

The working rules for the Monthly System of Station Accounts, as now drawn up to be brought into force from 1st January 1909, be approved by this Conference

Resolution 58

The proposal was put to the vote and CARRIED, the voting being as follows —

RAILWAYS	No of votes	Aye	No
Assam Bengal	4	4	...
Barsi Light	1	1	..
Bengal and North Western	7	7	..
Bengal Dooars	1	1	..
Bengal Nagpur	9	9	..
Bhavnagar Gondal Junagad Porbandar	2	2	..
Bombay, Baroda and Central India	10	10	..
Burma	7	7	..
Calcutta Port Commissioners	1	1	..
Dholpur Bari	1	1	..
Eastern Bengal State	7	7	..
East Indian	10	10	..
Great Indian Peninsula	10	10	..
H H the Nizam's Guaranteed State	4	4	...
Jodhpur Bikaner	4	4	...
Madras and Southern Mahratta	9	9	...
Morvi	1	Absent.	
North Western	10	10	..
Oudh and Rohilkhand	6	6	..
Rohilkhand and Kumaon	2	2	..
South Indian	7	7	..
Shahdara Saharanpur	1	Absent	
Udaipur Chitor	1	Absent	
TOTAL	115	112	

Resolution 59.

It was further RESOLVED *nem con* that—

"The question raised by the Nizam's Guaranteed State Railway as to whether monthly details ought to be shewn in the audited returns "per mile per week" or "per mile per month" should be referred to the Railway Board and to the Boards of different Railways to ascertain which system they require, accompanied by an expression of opinion by this Conference that returns "per mile per week" are preferable"

Resolution 60

It was further RESOLVED in connection with Regulation 19 (b) that—

Mr Wollaston's suggestion that "Parcels Way-bills relating to cross traffic might be sent direct to forwarding Railways and that each intermediate Railway should accept the check exercised by the forwarding and receiving Railways, should be referred to all Railways for their opinion"

Resolution 61

It was further RESOLVED *that the following proposal put forward by the representative of the North-Western Railway, be circulated to Railways for favour of opinion, namely—*

" That Parcels Foreign Abstracts, Inward and Outward, for the month's traffic between each pair of stations be prepared and submitted at the end of each month The Way-bills will, however, be sent in at the end of each week and audited as received When the last batch has come in, the entries in the Received Abstracts will be checked The Received Abstracts will then be compared with the duplicate forwarded Abstracts received from Foreign Lines and the unaccounted for Way-bills marked off and dealt with as explained hereafter The Parcels Division Sheets will then be made out in the following method --

" The total weight and the amount of traffic between each pair of stations, accounted for in Received Abstracts, will be entered in lump in the Division Sheet's without details Below the total accounted for under each pair of stations will be copied in full detail, but unapportioned, the unaccounted for Way-bills, and Way-bills received by the receiving Railway but omitted from the forwarding Railway's Abstracts. When the Forwarded Abstract is not to hand the Received Abstract will be copied into the Division Sheet in full detail For the successful operation of this system it is most essential that Foreign Forwarded Abstracts be prepared in duplicate by the carbon process The forwarding Railway will be in a position to check the total amount accounted for between each pair of stations, as undercharges and overcharges will be shown in lump below the total accounted for between each pair of stations in the Division Sheets" It is incumbent on the receiving Railway to effect agreement between the Forwarded and Received Abstracts before completion of the Division Sheets."

Subject No. 35

Application to admit the offices of the Consulting Engineers and Government Examiners to the advantages of the Privilege Ticket and Free Pass Rules

105 Proposed by Mr Rickards (Great Indian Peninsula Railway), and seconded by Mr Priestley (South Indian Railway), that—

The Conference Association is of opinion that Government Inspectors and Government Examiners and their staff cannot be treated as "actually engaged on the Railways and paid in full by the Railway Administrations" and is not prepared to include them in the list of those to whom the concession of Privilege Ticket orders and Free Passes are applicable Proposal 62.

The proposal was put to the vote and CARRIED, the voting being as follows — Resolution 62.

RAILWAY	No of votes	Aye	No
Assam Bengal .. .	4	Did not vote	
Barsi Light . . .	1	Did not vote	
Bengal and North-Western . . .	7	Did not vote	
Bengal Dooars . . .	1	Did not vote	
Bengal Nagpur . . .	9	Absent	
Bhavnagar Gondal Junagar Porbandar	2	2	
Bombay, Baroda and Central India . . .	10	Did not vote	
Burma . . .	7		7
Calcutta Port Commissioners . . .	1	Did not vote.	
Dholpur Bari . . .	1	1	
Eastern Bengal State . . .	7	7	
East Indian . . .	10	Did not vote	
Great Indian Peninsula . . .	10	10	
H H the Nizam's Guaranteed State . . .	4	4	
Jodhpur Bikaner . . .	4	4	
Madras and Southern Mahratta ...	9		9
Morvi . . .	1	1	
North Western ...	10	10	
Oudh and Rohilkhand . . .	6	Did not vote	
Rohilkhand and Kumaon . . .	2	Did not vote	
South Indian . . .	7	7	
Shahdol Saharanpur . . .	1	Absent	
Udaipur Chitor ...	1	Absent.	
TOTAL	115	46	16

Subject No. 37

Railway Board's proposal to adopt the limit of 6 months within which Railways may claim undercharges from Government and Government overcharges from Railways.

106. Proposed by Mr Neville (Bengal and North-Western Railway), and seconded by Mr Priestley (South Indian Railway), that—

Proposal 63
Resolution 63.

No alteration to the Conference Regulation No 36 is necessary.

This was put to the vote and CARRIED, the voting being as follows —

RAILWAY	No of votes.	Aye	No
Assam Bengal	4	4	
Barsi Light	1	1	..
Bengal and North-Western	7	7	
Bengal Dooars	1	1	..
Bengal Nagpur	9	Absent	
Bhavnagar Gondal Junagadh Porbandar	2	2	
Bombay, Baroda and Central India	10	10	..
Burma	7	7	.
Calcutta Port Commissioners	1	1	.
Dholpur Bari	1	Did not vote.	
Eastern Bengal State	7	7	..
East Indian	10	Did not vote	
Great Indian Peninsula	10	Did not vote	
H. H. the Nizam's Guaranteed State	4	4	.
Jodhpur Bikaner	4	4	
Madras and Southern Mahratta	9	9	.
Morvi	1	1	
North-Western	10	10	
Oudh and Rohilkhand	6	6	..
Rohilkhand and Kumaon	2	2	
South Indian	7	7	..
Shahdara Saharanpur	1	Absent	
Udaipur Chitor	1	Absent.	
TOTAL	115	83	.

Subject No 47.

Uniformity of practice in regard to the transit of witnesses and of accused persons sent up by the Government Railway Police to Magistrates.

107 Proposed by Mr. Rickards (Great Indian Peninsula Railway), and seconded by Mr Priestley (South Indian Railway), that—

Proposal 64.

In the opinion of the Conference Association Railways should not be required to convey free of charge, whether Railway servants or not, complainants or accused persons or witnesses attending courts to give evidence in criminal cases sent up by the Railway Police

Resolution 64

The proposal was put to the vote and CARRIED *nem. con.*

Subject No. 49.

Concession to Secretary, Society for the Protection of Children

108 Proposed by Mr Rickards (Great Indian Peninsula Railway), seconded by Mr Johns (Burma Railways), that—

Proposal 65

The concession asked for be not granted.

Resolution 65

The proposal was put to the vote and CARRIED *nem. con.*

Subject No. 60.

Application for concession in Railway fares to persons attending the Agra Christian Endeavour Convention to be held in November 1909.

109 Proposed by Mr Pearce (East Indian Railway), seconded by Mr. Rickards (Great Indian Peninsula Railway), that—

Proposal 66

The concession asked for be not granted

Resolution 66

The proposal was put to the vote and CARRIED *nem. con.*

Subject No 53.

Application for concession in Railway fares to visitors attending the Bombay Medical Congress.

110 Proposed by Mr Johns (Burma Railways), seconded by Mr. Muirhead (Dholpur Bari Railway), that—

The question be left to Railways to deal with individually, the application being of the nature of one dealing with excursion fares Proposal 67.

The proposal was put to the vote and CARRIED *nem con*

Resolution 67.

The Conference then adjourned at 2-15 P M to Thursday, the 1st proximo, the Sub Committees sitting in the afternoon.

 Proceedings, Thursday, the 1st October 1908

OPENED AT 11 A M.

Members were present as on the previous day During the course of the meeting Mr Royle withdrew, and as he had to leave Simla, the Rohilkhund and Kumaon Railway would be henceforward represented by Mr J Lightfoot

The Proceedings of Tuesday, the 29th and Wednesday, the 30th September were read and confirmed

 Subject No 12.

Complaints by the public of delays in settlement of claims

111. Mr Clark (Bengal-Nagpur Railway), Chairman of the Sub Committee appointed under Resolution No 8 of the Conference of January and February 1908, presented the report of the Sub-Committee (Appendix F) and explained with reference to Railway Board's letter No 1576-R 1 of the 17th December 1907, the reasons which had guided the Sub-Committee to their conclusions

Proposed by Mr Manson (Bengal-Nagpur Railway), and seconded by Mr Burt (North Western Railway), that—

The report of the Sub-Committee be accepted and communicated to the Railway Board and that the following addition be made to Conference Regulation 33 Proposal 68

(a) *"If it is not possible to definitely repudiate a claim or to verify it within two months of its receipt the Railway on which the claim is made shall forthwith proceed to settle on best terms possible"*

The proposal was put to the vote and CARRIED unanimously.

Resolution 68

 Subject No. 27 (1).

Payment made by the Post Office to Railways for the carriage of parcels.

112 Mr Wright (Madras and Southern Mahratta Railway), Chairman of the Sub-Committee appointed under Resolution No 80 of October 1906, presented the report of the Sub-Committee with its supplement (Appendix G)

Proposed by Mr. Anderson (Madras and Southern Mahratta Railway), and seconded by Mr. Rickards (Great Indian Peninsula Railway), that —

The Conference depute the Sub-Committee which dealt with this question, to confer with the Director General of Post Offices with a view to securing a more equitable system of payment for postal parcels carried by railway Proposal 69

The proposal was put to the vote and CARRIED unanimously.

Resolution 69

The Conference adjourned at 2-15 P.M to Friday the 2nd instant at 11 A M , the Sub-Committees sitting in the afternoon.

Proceedings, Friday, the 2nd October 1908.

OPENED AT 11 A. M.

The members present were the same as on the previous day.

The proceedings of Thursday, the 1st October 1908, were read and confirmed

The Conference resumed consideration of—

Subject No. 27 (2)

Rates for the carriage of parcels by rail

113 Mr Wright (Madras and Southern Mahratta Railway), Chairman of the Sub-Committee, presented the report of the Sub-Committee.

Proposed by Mr Manson (Bengal Nagpur Railway), seconded by Mr. Priestley (South Indian Railway), that—

Proposal 70.

The Report of the Sub-Committee be accepted, and as the Sub-Committee is to continue in existence to discuss matters with the Director-General of the Post Office, it be asked to draw up a revised scale of rates for parcels traffic for consideration by Railways before the next Conference

As an amendment it was proposed by Mr Neville (Bengal and North Western Railway), and seconded by Mr. Anderson (Madras and Southern Mahratta Railway), that—

Amendment 1.

The Railway Board be informed, that although the rates for small parcels are in some cases in favor of the Postal Service, Railways do not consider it advisable to compete for such small parcels owing to the Postal Department having greater facilities for collection and delivery

Again, that as the bulk of the heavy parcels traffic is now secured by Railways at existing rates and as any appreciable reduction in parcel rates would make them cheaper than goods rates, it is not considered that the necessity for an immediate reduction in parcels rates is established. Railways should first endeavour to improve the traffic by offering greater facilities for quick transit, combined with safe and punctual delivery.

And finally, that as the Parcels rates apply also to passengers' luggage it is inexpedient to disturb them if it can be avoided.

Should experience show that the low postal rates for smalls, which are now said to induce break of bulk, affect the heavy traffic to any considerable extent, the question of reducing the rates for heavy parcels will be reconsidered.

Proposed by Major Shelley (Bombay, Baroda and Central India Railway), and seconded by Col. Cowie (Eastern Bengal State Railway), as amendment No. 2 that—

Amendment 2:

The report of the Sub Committee be accepted, and as the Sub-Committee is to continue in existence to discuss matters with the Director-General of the Post Office, it be asked to further consider the advisability of revising the scale of rates for parcels traffic for consideration by Railways before the next Conference.

Amendment No 2 was put to the vote and CARRIED, the voting being as Resolution 70. follows —

RAILWAYS.	No of votes	Aye	No.
Assam Bengal	4	4	..
Barsi Light	1	1	...
Bengal and North-Western	7	7	7
Bengal Dooars	1	1	1
Bengal Nagpur	9	9	9
Bhavnagar Gondal Junagad Porbandar	2	2	..
Bombay, Baroda and Central India	10	10	..
Burma	7	7	..
Calcutta Port Commissioners	1	..	1
Dholpur Bari	1	..	1
Eastern Bengal State	7	7	...
East Indian	10	10	..
Great Indian Peninsula	10	..	10
H. H. the Nizam's Guaranteed State	4	4	..
Jodhpur Bikaner	4	..	4
Madras and Southern Mahratta	9	Did not vote	..
Morvi	1	1	..
North-Western	10	10	..
Oudh and Rohilkhand	6	6	..
Rohilkhand and Kumaon	2	..	2
South Indian	7	..	7
Shahdara Saharanpur	1	Absent	..
Udaipur Chitor	1	Absent	..
TOTAL	115	62	42

Amendment No 2, which had been carried, was then put as a substantive Resolution 71 proposition and CARRIED *nem. con*

Subject No. 65.

Guard's compartments at the end of trains.

114 Proposed by Major Shelley (Bombay, Baroda and Central India Railway), and seconded by Mr Neville (Bengal and North-Western Railway), that—

In the opinion of the Conference it is not necessary for the guard to be located in the rear compartment of the train or, in the case of vacuum braked trains, for the brake van to be the last carriage. In the case of non-vacuum braked trains the Conference consider that under special instructions vehicles fitted with brakes may be attached in rear of the rear brake van.

As an amendment it was proposed by Mr. Anderson (Madras and Southern Mahratta Railway), and seconded by Mr. Murhead (Dholpur Bari Railway), that—

In the opinion of this Conference a verbal reference to the Railway Board is desirable, in order to ascertain clearly what their requirements are with regard to the position in the train of the compartment in which the guard travels.

Resolution 72

The amendment was put to the vote and CARRIED, the voting being as follows —

RAILWAYS	No of votes	Aye	No
Assam Bengal	4		4
Barri Light	1		1
Bengal and North-Western	7		7
Bengal Doars	1		1
Bengal Nagpur	9	Did not vote	
Bhavnagar Gondal Junagad Porbandar	2		2
Bombay, Baroda and Central India	10	"	10
Burma	7		
Calcutta Port Commissioners	1	Did not vote	
Dholpur Bari	1	1	
Eastern Bengal State	7	Did not vote	
East Indian	10	Did not vote.	
Great Indian Peninsula	10	10	
H H the Nizam's Guaranteed State	4		4
Jodhpur Bikaner	4		4
Madras and Southern Mahratta	9	9	
Morvi	1		1
North Western	10	10	
Oudh and Rohilkhand	6	6	
Rohilkhand and Kumaon	2		2
South Indian	7	7	
Shahdara Shaharanpur	1	Absent	
Udaipur Chitor	1	Absent	
TOTAL ..	115	50	36

Resolution 73.

The amendment, which had been carried, was then put as a substantive proposition and CARRIED, the voting being as follows —

RAILWAYS	No of votes	Aye	No
Assam Bengal	4	Did not vote.	
Barri Light	1	Did not vote	
Bengal and North Western	7	Did not vote	
Bengal Doars	1	Did not vote	
Bengal Nagpur	9	Did not vote	
Bhavnagar Gondal Junagad Porbandar	2	Did not vote	
Bombay, Baroda and Central India	10	"	2
Burma	7	7	
Calcutta Port Commissioners	1	Did not vote	
Dholpur Bari	1	1	
Eastern Bengal State	7	Did not vote	
East Indian	10	Did not vote	
Great Indian Peninsula	10	10	
His Highness the Nizam's Guaranteed State	4	Did not vote.	
Jodhpur Bikaner	4	Did not vote	
Madras and Southern Mahratta	9	9	
Morvi	1	Did not vote	
North-Western	10	10	
Oudh and Rohilkhand	6	6	
Rohilkhand and Kumaon	2	Did not vote.	
South Indian	7	7	
Shahdara Shaharanpur	1	Absent	
Udaipur Chitor	1	Absent	
TOTAL ...	115	50	2

The Conference then proceeded to the consideration of the Report of Sub-Committee No. 1 (Appendix H)

Subject No. 14.

Proposal that a scale, of punishments uniform for all Railways be drawn up and inserted as subsidiary rule to rule 359, Chapter XXI, Part I, and rule 33, Chapter IV, Part II, of the revised General Rules for Railways, 1906

115. Proposed by Mr Manson (Bengal Nagpur Railway), Chairman of Sub-Committee No. 1, and seconded by Mr Rickards (Great Indian Peninsula Railway), that—

The Conference do not consider it necessary to lay down any uniform scale of punishments Proposal 74.

The proposal was put to the vote and CARRIED unanimously.

Resolution 74.

Subject No. 38.

Method of crediting to Joint Station account the value of stores returned to joint works

116 Proposed by Mr Manson (Bengal Nagpur Railway), Chairman of Sub-Committee No. 1, and seconded by Mr Priestley (South Indian Railway), that—

The Conference is not prepared to lay down a general ruling on this subject Proposal 75.

The proposal was put to the vote and CARRIED unanimously

Resolution 75.

Subject No. 46.

Inclusion of Imperial Service Troops in the Military Concessions granted to Native Troops.

117 Proposed by His Highness Sir Waghjee Thakore Sahib (Morvi Railway), and seconded by Mr Todd (Jodhpur Bikanir Railway), that—

The concession granted to Native Troops may be extended to the Imperial Service Troops travelling at their own expense when the single journey distance exceeds 300 miles Proposal 76.

The proposal was put to the vote and CARRIED *nem. con.*, the following Resolution 76. Railways not voting —

Bengal and North Western Railway

Bengal Dooars Railway.

Rohilkhund and Kumaon Railway.

Subject No. 8.

Municipal Taxation of Railways.

118. Proposed by Major Shelley (Bombay, Baroda and Central India Railway), and seconded by Mr. Priestley (South Indian Railway), that—

The Railway Board be informed with reference to their letter No. 1102-R. T., dated 17th June 1908, that as section 135 of the Indian Railway Proposal 77.

Act, IX of 1890, was framed with the object of protecting Railway Administrations from unfair taxation by local authorities, the Indian Railway Conference Association record their opinion that the issue of Commerce and Industry Notification No. 9977, Railways, dated 29th November 1907, which deprives Railway Administrations of the measures of protection they previously enjoyed, cannot fail to be injurious to their interests. The Railway Board should also be advised that the Railway Conference Association consider Railway Administrations are entitled to the protection contemplated in the section of the Indian Railway Act above referred to, and respectfully protest against the summary withdrawal of such protection under a procedure which precluded them from representing the consequences which must result from the practically unrestricted exploitation of Railways by local authorities.

Since the issue of Commerce and Industry Department Notification No. 9977, taxation of Railways has appreciably increased, both by the imposition of new and the enhancement of existing taxes, and there is ample indication that local authorities are likely to take further advantage of the present situation. The Railway Conference Association would therefore express the hope that Government will be pleased to suspend the operation of this Notification, and afford by legislative enactment or otherwise that protection which in equity should be given to Railway Administrations. Prompt action in this direction is desirable, as once a tax has been collected and the expenditure of a Municipality has been regulated in expectation of new sources of income, it may be difficult to make a change without causing serious embarrassment to the Municipality and introducing a factor which will make impartial consideration of the question well nigh impossible.

The Conference Association would also urge that appeal against undue taxation by a local body should be decided by some official other than the Commissioner of the District in which such local body exercises its functions, as they feel strongly that a locally interested tribunal is not and cannot be absolutely unbiased. Moreover, they would urge that some general principle should be laid down as to the determination of rateable value of Railway holdings which forms the basis of direct taxation, and that Railways should be safeguarded against the imposition of rates for special services to private premises when such services are not rendered to Railway premises.

The Conference Association would respectfully suggest that the draft of any notification or legal enactment that may be contemplated in response to their request for relief may in accordance with the usual practice be referred to the Conference for an expression of the opinion of Railways.

Resolution 77. The proposal was put to the vote and CARRIED unanimously

Subject No. 39

Proposals for uniformity of practice in regard to the incidence of liability for damages, losses, and accidents to traffic, structures and stock at Joint Stations

119 Proposed by Mr Manson (Bengal Nagpur Railway), Chairman of Subcommittee No. 1, and seconded by Major Shelley (Bombay, Baroda and Central India Railway), that—

Proposal 78.

Subject to any special agreements and to the provisions of Conference Regulations 12 and 34, the following rules should be taken as a basis for determining liability for the cost of damages to stock, structures, and traffic at Joint Stations.

1. In these rules the expression "In Joint Station Custody" applies to all rolling stock and traffic loaded therein, and to all works, structures, and traffic

not loaded in stock, within Joint Station limits—with the following exceptions—

(a) Stock and traffic on trains which on entering the Joint Station have not come to a stand within Joint Station limits

(b) Stock and traffic on trains leaving the Joint Station which have become running trains as defined in the General Rules, Part I, Chapter I, Rule I (27).

2 The expenses of the Joint Station shall be debited with the cost of damage to and loss of property "in Joint Station custody" arising from the fault of the Joint Station staff

3 The Railway Administration or Administrations suffering loss by fault of the Joint Station staff shall bear its or their own expenses in the case of damage to and loss of property not "in Joint Station custody," such expenses to include damage to and loss of property in its or their charge.

4 The Railway Administration whose staff, not being joint staff, is at fault shall bear the cost of damage and loss to —

(a) Its own property and property in its charge.

(b) The property of and the property in charge of another Railway Administration party to the Joint Station agreement

(c) The property in Joint Station custody.

5 Determination of fault for the purposes of these rules shall, failing acceptance of liability by the Railway Administrations concerned, be referred to arbitration

Proposed as an amendment by Mr Neville (Bengal and North-Western Railway), and seconded by Mr Muirhead (Dholpur Bari Railway), that—

It is not desirable that the Conference should lay down any general principles on this matter, and it considers that it must be left to Administrations to make agreements to suit local circumstances Amendment 1.

The amendment was put to the vote and LOST, the voting being as follows — Resolution 78.

RAILWAY	No of votes	Aye	No
Assam Bengal	4	Did not	vote
Barsi Light	1	1	
Bengal and North-Western	7	7	
Bengal Dooars	1	1	
Bengal Nagpur	9		9
Bhavnagar Gondal Junagad Porbandar	2	2	
Bombay, Baroda and Central India	10		10
Burma	7	7	
Calcutta Port Commissioners	1	Did not	vote
Dholpur Bari	1	1	
Eastern Bengal State	7		7
East Indian	10		10
Great Indian Peninsula	10	10	
H. H. the Nizam's Guaranteed State	4		4
Jodhpur Bikaner	4		4
Madras and Southern Mahratta	9	9	
Morvi	1	Did not	vote
North-Western	10		10
Oudh and Rohilkhand	6	6	
Rohilkhand and Kumaon	2		
South Indian	7	7	
Shahdara Saharanpur	1	Absent	
Udaipur Chitor	1	Absent	
TOTAL	115	53	54

Resolution 79. The original proposal was then put to the vote and the voting being equal, as shewn below, the proposal was not carried —

RAILWAYS	No of votes.	Aye	No.
Assam Bengal	4	Did not vote	
Barsi Light	1		1
Bengal and North Western	7		7
Bengal Doonrs	1		1
Bengal Nagpur	9	9	
Bharatpur Gondal Junagar and Porbandar	2		2
Bombay, Baroda and Central India	10	10	
Burma	7		7
Cacutta Port Commissioners	1	Did not vote	
Dholpur Bari	1		1
Eastern Bengal State	7	7	
East Indian	10	10	
Great Indian Peninsula	10		10
H H the Nizam's Guaranteed State	4	4	
Jodhpur Bikaner	4	4	
Madras and Southern Mahratta	9		9
Morvi	1		1
North-Western	10	10	
Oudh and Rohilkhand	6		6
Rohilkhand and Kumaon	2		2
South Indian	7		7
Shahdara Sharapur	1	Absent	
Udaipur Clitor	1	Absent.	
TOTAL	115	54	54

Subject No. 44.

Prosecution of Railway employes in connection with serious accidents.

120 Proposed by Mr. Manson (Bengal Nagpur Railway), Chairman of Sub-Committee No. 1, and seconded by Major Shelley (Bombay, Baroda and Central India Railway), that—

Proposal 80. *The Conference Association consider that railway working has now become so technical that Magistrates, when trying Railway cases, should appoint one or more assessors with the necessary technical knowledge to assist them.*

The Conference Association is further of opinion that in the case of serious accidents when the Government Inspector attends the enquiry he should himself act as President of the Committee of Enquiry.

Resolution 80. The proposal was put to the vote and CARRIED unanimously.

Subject No 52.

Common form of tender and contract for the supply of sleepers and coal.

121 Proposed by Mr. Manson (Bengal-Nagpur Railway), Chairman of Sub-Committee No 1, and seconded by Major Shelley (Bombay, Baroda and Central India Railway), that—

Proposal 81. *The Conference Association are unable to frame common forms of tender and contract for the supply of sleepers and coal which would meet the varying conditions on Railways in different parts of India.*

Resolution 81. The proposal was put to the vote and CARRIED unanimously.

Subject No 48

Responsibility of Railways for warehousing goods

122 Proposed by Mr Manson (Bengal-Nagpur Railway), Chairman of Sub-Committee No 1, and seconded by Mr. Rickards (Great Indian Peninsula Railway), that—

The Railway Board be addressed in terms of the Sub-Committee's Report Proposal 82.

The proposal was put to the vote and CARRIED *nem con.*

Resolution 82.

123 The President then read the following letters just received from the Railway Board —

No 1783-R T, dated the 1st October 1908, asking with reference to the existing concession for non-commissioned officers and men of the Native Army of return tickets for single fares for themselves and their families when travelling at their own expense, *vide* item 9 (d) of the list of concessions under Conference Regulation 53, that it might be applied also to the families of the same ranks for whom the men have to pay the fares, even when travelling themselves at Government expense, and

No 1786-R T, dated the 1st October 1908, asking that the proposed forms of Railway certificate to be attached to the India Army Form L-1180 and L-1181 to be used by British soldiers, might be considered

It was decided to refer these subjects to No. 3 Sub-Committee

The Conference then adjourned at 2-15 P.M. to Saturday, the 3rd instant, the Sub-Committee sitting in the afternoon.

Proceedings, Saturday, the 3rd October 1908

Opened at 11 a.m.

Colonel C H Cowie and Mr. Neville having left Simla, Mr F D. Kiernander represented the Eastern Bengal State Railway and Mr. Lightfoot the Bengal and North-Western and Bengal-Dooars Railways respectively. Mr Huddleston had also left. All other members present were the same as on the previous day.

The proceedings of Friday, the 2nd instant, were read and confirmed

The Conference resumed the consideration of the report of No. 1 Sub-Committee.

Subject No. 57.

Grant of free quarters for subordinate Railway staff

124 Proposed by Mr. Manson (Bengal Nagpur Railway), Chairman of Sub-Committee No 1, and seconded by Major Shelley (Bombay, Baroda and Central India Railway), that—

The general principles so far observed, with which the Conference Association are in accord, have been that those of the subordinate staff who under Proposal 83.

ordinary circumstances of work are liable to be called upon at any time without notice to attend to the business of the Railway, have been given free quarters.

The Conference Association consider that the lists given in the Public Works Department Code, Volume I, Chapter VIII, are liberal and that no additions are necessary. When however concessions in excess of those lists have been given on any Railway they need not be withdrawn

The concession of free quarters to running shed foremen generally is not recommended

Resolution 83 The proposal was put to the vote and CARRIED *nem. con.*

Subject No. 58.

Issue of first class return tickets to hill stations at concession fares during the hot weather.

125 Proposed by Mr Manson (Bengal Nagpur Railway), Chairman of Sub-Committee No 1, and seconded by Mr. Burt (North Western Railway), that—

Proposal 84. *The Conference Association is not prepared to make any recommendation on the subject*

Resolution 84 The proposal was put to the vote and CARRIED unanimously by show of hands.

Subject No. 64.

Rates and conditions for the carriage of coal

126 Proposed by Mr. Manson (Bengal Nagpur Railway), Chairman of Sub-Committee No 1, seconded by Mr Lightfoot (Bengal and North Western Railway), that—

Proposal 85 *For the purposes of division of coal freights, under Railway Board's circular R T 29, dated 28th August 1905, the actual distance by the shortest route should fix the charge for the public, the mileage for the purpose of division between Railways should be the sum of the mileages credited to each Railway in division*

Resolution 85. The proposal was put to the vote and CARRIED *nem. con.*

Subject No. 66.

Reserved accommodation for High Officials.

127 Proposed by Mr. Manson (Bengal Nagpur Railway), Chairman of Sub-Committee No. 1, and seconded by Mr. Burt (North Western Railway), that—

Proposal 88 *A copy of the report of the Sub-Committee on this subject should be transmitted to the Railway Board with the object of ascertaining if the views expressed in paragraph 1 are correct and of bringing to notice the heavy demand entailed on Railways in connection with the haulage of these carriages on mail trains.*

Proposed as an amendment by Mr Rickards (Great Indian Peninsula Railway), and seconded by Mr Priestley (South Indian Railway), that—

The Conference Association consider that the proposal to grant special reserved carriages to the 11 officers enumerated in Public Works Department Resolution No 1564-1584 of 9th July 1908, and the suggestion that these carriages should be bogies, will place on Railways a burden which will, in many cases, make it very difficult for Railways to meet requisitions, especially as the privileged officers will undoubtedly require to travel in the cold season by fast trains, when the public demand for carriages is great, and trains are full, and their requests can only be complied with at the expense of lower class passengers.

The Conference Association, while recognising that it is proposed to pay full fares where the Railway provides the carriage, desire to point out that the number of carriages suitable for the purpose is very limited, and few Railways have bogie carriages of the type to be supplied

The Conference Association is further of opinion that High Officials, who are entitled to requisition special trains, should be moved to adopt this procedure and to avoid travelling by ordinary trains, as the additional carriages required reduce the accommodation available for the public, and further, the precautions taken by the police and the arrangements made for the departure and reception of the Official are a source of inconvenience to the public using the ordinary train service

The Conference Association also desire to be informed that the list referred to in Home Department Resolution No 1564-1584, dated 9th July 1908, is complete, and that no other officers are entitled to reserved accommodation at special rates without further orders.

The amendment was put to the vote and CARRIED, the voting being as follows.—

Resolution 86

RAILWAY.	No of votes	Aye.	No
Assam Bengal	4	Absent.	
Barsi Light	1	1	.
Bengal and North-Western	7	7	
Bengal Dooars	1	1	...
Bengal Nagpur	9		9
Bhavnagar Gondal Junagad Porbandar	2	Did not vote	
Bombay, Baroda and Central India	10	10	.
Burma	7	Did not vote	
Calcutta Port Commissioners	1	Did not vote	
Dholpur Bari	1	1	...
Eastern Bengal State	7	7	...
East Indian	10	...	10
Great Indian Peninsula	10	10	...
H H the Nizam's Guaranteed State	4	4	...
Jodhpur Bikaner	4	4	.
Madras and Southern Mahratta	9	9	...
Morvi	1	1	...
North-Western	10	...	10
Oudh and Rohilkhand	6	.	6
Rohilkhand and Kumaon	2	2	...
South Indian	7	7	...
Shahdara Saharanpur	1	Absent	
Udaipur Chitor	1	Absent	
TOTAL	115	64	35

Resolution 87. The amendment was then again put to the vote as a substantive proposition and CARRIED *nem con*

Subject No. 55.

Calculation of contributions payable by Railways to their Provident Funds.

(*Transferred from the special Sub-Committee appointed under Resolution 24.*)

128 Proposed by Mr Manson (Bengal Nagpur Railway), Chairman of Sub-Committee No. 1, and seconded by Major Shelley (Bombay, Baroda and Central India Railway), that—

Proposal 88. *The facts recorded by the Sub-Committee be represented to Boards of Directors and to the Railway Board with the request that Railway contributions to the Provident Fund may be permitted to be calculated on the earnings of each system for the whole year, contributions being paid half-yearly as heretofore, and any surplus from the first half-year after providing 100 per cent on subscriptions being carried over into the second half-year.*

Resolution 88 The proposal was put to the vote and CARRIED *nem. con.*

The Conference then adjourned at 1 P M, until Monday, the 5th October 1908 to permit of further sittings of Sub-Committees

Proceedings, Monday, the 5th October 1908.

OPENED AT 11 A.M.

Mr. A R. Anderson had left Simla and the Madras and Southern Mahratta Railway was represented by Mr. W. B. Wight. All other members present were the same as on the previous day

The Proceedings of Saturday, the 3rd October 1908, were read and confirmed

The Conference then proceeded to the consideration of the Report of Sub-Committee No. 2 Appendix J.

Subject No. 1

Payment of a Commission to Companies collecting freight

129 Proposed by Mr. Manson (Bengal and Nagpur Railway), seconded by Mr. Lightfoot (Bengal and North Western Railway), that—

Proposal 89. *No commission be paid for the collection of freight and fares on behalf of other Railways.*

Resolution 89. The proposal was put to the vote and CARRIED *nem con.*

Subject No. 2

Proposed abolition of charge for the carriage of revenue stores.

130 Proposed by Mr Murhead (Dholpur Bari Railway), seconded by Mr Kiernander (Eastern Bengal State Railway), that—

The system of making a charge for the carriage of revenue stores be abolished and that a check by ton mileage as laid down in Government of India letter No 668-R.-T., dated 29th September 1890, be substituted **Proposal 90.**

Proposed as an amendment by Mr Lightfoot (Bengal and North-Western Railway), seconded by Mr. Manson (Bengal Nagpur Railway), that— **Amendment 1**

The present system of charge for the carriage of Revenue Stores be continued

Proposed as amendment No 2 by Mr Priestley (South Indian Railway), seconded by Mr Rowland (Bhavnagar-Gondal Junagad-Porbunder Railway), that —

Each Railway shall be at liberty to select its own system in regard to the carriage of Revenue Stores **Amendment 2.**

Amendment No 2 was put to the vote and LOST by show of hands

Amendment No 1 was then put to the vote and CARRIED the voting being Resolution 90. as follows —

Railways	No of votes	Aye	No
Assam Bengal	4	Absent	
Barsi Light	1	1	
Bengal and North-Western	7	7	
Bengal Dooars	1	1	
Bengal Nagpur	9	9	
Bhavnagar Gondal-Junagad-Porbandar	2	2	
Bombay, Baroda and Central India	10	10	
Burma	7	7	...
Calcutta Port Commissioners	1	Did not vote	
Dholpur Bari	1	1	
Eastern Bengal State	7		7
East Indian	10		10
Great Indian Peninsula	10		10
H H the Nizam's Guaranteed State	4	4	
Jodhpur Bikaner	4	4	
Madras and Southern Mahratta	9	9	
Morvi	1	1	
North-Western	10		10
Oudh and Rohilkhand	6		6
Rohilkhand and Kumaon	2	2	
South Indian	7		7
Shahdara Saharanpur	1	Absent	
Udaipur Chitor	1	Absent	
Total	115	58	50

Amendment No 1 was then again put to the vote as a substantive proposition and CARRIED, the voting being as before. **Resolution 90 (a).**

Subject No. 11

Complaints regarding corruption and extortion among the members of the Subordinate Railway staff throughout India

131 After considerable discussion, it was proposed by Mr Manson (Bengal Nagpur Railway), seconded by Mr Burt (North-Western Railway), that—

Proposal 91

The Conference Association recognises the seriousness of the question, and are aware that Railway Administrations have long had this matter under consideration and have constantly been endeavouring to suppress the evil. These efforts will be continued, but it is felt that the great hindrance to success lies partly in the customs of the country which affect all public bodies and largely in the want of co-operation of the public in the efforts of Railway Administrations to overcome the difficulty

Resolution 91

The proposal was put to the vote and CARRIED unanimously.

Subject No. 20.

Carriage of explosives for the Military Department, their custody on the journey and transfer to other Railways

132 The view of the Sub Committee as recorded in their Proceedings was accepted by the Conference, no resolution of the Conference being necessary

Subject No. 22

Carriage of bulky articles as Commercial Travellers' samples and extent to which such samples by Mail Trains should be restricted

133 Proposed by Mr Priestley (South Indian Railway), seconded by Mr Manson (Bengal-Nagpur Railway), that—

Proposal 92

Commercial Travellers' luggage and samples of any description up to a maximum of 5 maunds may be carried by mail train, the usual free allowance being allowed according to the class of ticket held, the balance being carried at half luggage rates, anything in excess of five maunds being paid for at full rates

Proposed as an amendment by Major Shelley (Bombay, Baroda and Central India Railway), and seconded by Mr Todd (Jodhpur-Bikanir Railway), that—

Amendment.

The following words be added to Regulation 64 (c)—“By mail train this concession is limited to five maunds, any excess weight being either paid for at full parcels rates or forwarded by passenger train”

Resolution 92.

The amendment was put to the vote and CARRIED by show of hands

Resolution 93

The amendment was again put to the vote as a substantive proposition and CARRIED, the voting being as follows —

RAILWAY	No of votes	Aye	No
Assam Bengal	4		Absent
Barsi Light	1		Did not vote
Bengal and North-Western	7	7	
Bengal Doars	1	1	
Bengal-Nagpur	9	9	
Bhavnagar Gondal Junagad Porbandar	2		Did not vote
Bombay Baroda and Central India	10	10	
Burma	7	7	
Calcutta Fort Commissioners	1		Did not vote
Dholpur Bari	1		1
Eastern Bengal State	7	7	
East Indian	10	10	
Great Indian Peninsula	10		10
H H the Nizam's Guaranteed State	4		4
Jodhpur Bikaner	4	4	
Madras and Southern Mahratta	9		9
Morvi	1		Did not vote
North-Western	10	10	
Oudh and Rohilkhand	6	6	
Rohilkhand and Kumaon	2	2	
South Indian	7	7	
Shahdara Saharanpur	1		Absent.
Udaipur Chitor	1		Absent.
TOTAL	115	80	24

Subject No 23

Amendment of procedure in booking horses etc , under item 5 of the concessions quoted in Conference Regulation 53

134 Proposed by Mr Manson (Bengal Nagpur Railway), seconded by Mr Rickards (Great Indian Peninsula Railway) that—

The revised procedure and form for booking horses, under item 5 of the concessions quoted in clause 53 of the Conference Regulations as proposed by the Agent, Great Indian Peninsula Railway in his letter No 640 paragraph dated 18th June 1908, be adopted

The proposal was put to the vote and CARRIED *nem. con*

Resolution 94.

Subject No 24

Rates and conditions for the carriage of copper, bronze and nickel coin

135 Proposed by Mr Manson (Bengal Nagpur Railway), seconded by Mr Burt (North Western Railway), that—

The rate for the carriage of bronze and nickel coin for Government shall be the same as those for copper coins and that it shall be optional for Government to send escorts in charge of such coin When sent in charge of escorts the coin shall be carried at owner's risk and when sent without escort at Railway risk When escorts are furnished, they shall be carried free in accordance with the scale laid down in Government of India, Circular No III, Railway of 12th March 1894

The proposal was put to the vote and CARRIED *nem con*

Resolution 95.

Subject No 18.

Revised rates for the carriage of military traffic

136 Annexure A to the Sub-Committee's report was then taken into consideration The resolution of the Conference is shown against each item — Resolution 96

Subject	Recommendations of the Sub Committee	Remarks by Major Turner	Resolution of the Conference
1 Proposed modifications of conditions No 5 (a), (b) and 7 (a)	The Sub Committee can recommend a modification of conditions 5 (a) (b) and 7 (a) only on the terms mentioned under Subject 8 below On despatching lines, where the hauling capacity is less than the present minimum fixed, increased expenditure is incurred owing to heavy gradients, which are the cause of the reduction in hauling capacity, and the minimum cannot be reduced without undue loss to those lines Connecting lines might also suffer a loss by being required to haul short trains at unremunerative rates	Accepted	Accepted
2. Right of Military Department to load up to marked public carrying capacity		The Military Department ask that where there is a break of gauge they may be allowed to rebook at the Junction and agree, if this is conceded, that they will load up to the military carrying capacity only in ordinary peace movement The Sub Committee recommend that this be agreed to	Reserved for further consideration
3 Reconsideration of rate for metre gauge bogie passenger stock	Recommended that the rate for 6 wheelers shall be 1½ times the rate for 4 wheelers and the rate for bogies double the rate for 4 wheelers both for broad and narrow gauge NB—The Bengal and North-Western Railway and the Rohilkhand and Kumaon Railway dissent from this proposal, as regards the proposed rate for bogie stock	Accepted.	Accepted

Subject	Recommendations of the Sub Committee	Remarks by Major Turner	Resolution of the Conference												
4 Right to claim free passage for two attendants with wagons of live stock	Recommended that this be conceded	Accepted	Accepted												
5 Whether the Railway staff are to handle small consignments of Military stores loaded with other goods and what constitutes "small consignments"	Recommended that where the $\frac{1}{2}$ pic rate is charged the handling shall be done by the Railway and where the vehicle rate is charged the handling shall be done by the Military Department	Do	Accepted												
6 Is the $\frac{1}{2}$ rd pie per maund rate inclusive of terminals	Recommended that when the $\frac{1}{2}$ rd pie rate is charged a terminal shall not be levied	Do	Reserved for further consideration												
7 Charges to private Military Sidings	Recommended that condition 8 (d), viz., that "the vehicle rate shall always be charged on consignments booked from private Military sidings" shall also apply to consignments booked to private Military Sidings	Do	Accepted												
8 Proposal to reduce minimum number of vehicles for troop trains from 16 to 8	Recommended a reduction in the minimum number of vehicles for troop trains be granted on the following conditions —	The Military Department prefer to adhere to the present minimum number of vehicles for special trains and to the vehicle mileage rates as revised under Subject No 3	Do												
	<table><tr><td>—</td><td>Standard gauge</td><td>Metric gauge</td></tr><tr><td></td><td>Rs A P</td><td>Rs A P</td></tr><tr><td>Per 4 wheeled wagon per mile on minimum of 10 vehicles</td><td>0 6 6</td><td>0 4 6</td></tr><tr><td>Each additional 4-wheeled vehicle</td><td>0 4 6</td><td>0 3 0</td></tr></table>			—	Standard gauge	Metric gauge		Rs A P	Rs A P	Per 4 wheeled wagon per mile on minimum of 10 vehicles	0 6 6	0 4 6	Each additional 4-wheeled vehicle	0 4 6	0 3 0
	—			Standard gauge	Metric gauge										
				Rs A P	Rs A P										
	Per 4 wheeled wagon per mile on minimum of 10 vehicles			0 6 6	0 4 6										
Each additional 4-wheeled vehicle	0 4 6	0 3 0													
6 wheels and bogies to be counted and charged for as suggested in recommendation 3 above															
9 Execution of risk notes	The Sub Committee understand that the Military Department will issue a general order to the effect that the rates for Military traffic are owner's risk rates. Recommended that Railways shall notify that the execution of risk notes for military traffic carried at concession rate is not necessary	Agreed to	Do												
10 Calculation of charge over Railways not parties to the concession rates	Recommended that traffic should be re-booked at junctions with such Railways	Accepted	Do												
11 Special siding charges	Recommended that instead of special charges over sidings being levied, rates should be calculated on an additional mileage of 5 miles for each siding	Accepted	Do												
12 Charges for ferry service	Recommended that instead of ferry charges being levied, rates should be calculated on an additional mileage of 25 miles for each ferry	Accepted with the proviso that all goods and baggage shall be handled by the railway concerned	Do												
12 (b) Computation of charges in case of break of journey by ferry	Recommended that computation of charges for the portion of the journey beyond the ferry shall be based on the number of vehicles which brought the traffic to the ferry	Accepted	Do												
13. Computation of brake vans	Recommended that only one brake van shall be provided free for the carriage of baggage and if additional brake vans are attached for Railway purposes they shall not be charged for unless utilised for baggage. Example 3 paragraph 10 of India Army Order No 625 is correct	Do	Do												

Subject	Recommendations of the Sub Committee	Remarks by Major Turner	Resolution of the Conference.
14. Charge for specially constructed vehicles	Recommended that the vehicle rate shall apply to specially constructed vehicles such as ambulance and hospital carriages, powder vans and goods vehicles specially fitted for elephants, etc but not to reserved saloons occupied by high officials for which the special rates sanctioned by Government, <i>vide</i> Circular No 10, Railway, Public Works Department' dated 14th December 1907, will apply	Accepted	Accepted
15 Foreign vehicle hire and demurrage ..	Recommended, in lieu of the Military Department being debited with hire incurred on vehicles running on foreign line, that the vehicle rate shall be increased by 3 pies per vehicle per mile for the distances run loaded on foreign lines Demurrage if incurred will be paid for by the Military Department	Do ..	Do
16 Total charges to be paid for by Government	Condition 11 (a) requires that in the case of troop trains total charges must be paid by Government Recommended that this shall apply to despatches by ordinary train also	Do	Do
17 Soldiers' dogs	Recommended that dogs be included in the vehicle rate, <i>ie</i> , that they be carried free	Do	Do
18 Charges for kerosine oil ...	Recommended that kerosine oil be charged as goods traffic at concession rates	Do	Do
19 Goods in bulk	Recommended that the words "unpressed in bags" be deleted from condition 8 (c)	Do	Do
20 Military Works stores	The Sub Committee are unable to make a recommendation on this point and leave the decision entirely to the full Conference It is recognised that the inclusion of Military Works stores in the concession rates would be a convenience to the Military Department and if it were possible to ensure that all such stores without exception, would be carried at the concession rates, and that advantage would not be taken of tariff rates, where these were lower, the proposal might be agreed to The Sub Committee however do not see how the interests of railways could be safeguarded if contractors tendered stores to the Military Department at receiving station, and it seems probable that the concession rates would be taken advantage of by contractors only where it was to their advantage to do so	The Military Department are prepared to drop this question for the present	No remark
21 Application of military rates to Imperial Service Troops	Recommended that the concession rates shall apply to Imperial Service Troops when these troops are being moved at the expense of the Government of India	Accepted	Reserved for further consideration
22. Extension of concession rates to Military Police and Imperial Service Troops	This question is being dealt with by another Committee		See Resolutions 17 and 76
<p><i>Proposed amendments to I A O No 625 Paragraph 1 last clause add "Umballa-Kalka section of Delhi Umballa-Kalka Railway, double the vehicle rates are chargeable on this section Add also, Hill section of Assam-Bengal Railway Badarpur to 253 to Lumding 364.</i></p>	The Sub Committee leave this question to the full Conference.		<p>Names of the following Railways added — Umballa-Kalka, Kalka-Simla, Hurdwar Dehra, Hill section of Assam Bengal, Nilgiri Lashio Branch, <i>ie</i>, Myohing to Lashio of Burma Railway and northern section of Bengal Doars</p>

Subject	Recommendations of the Sub Committee	Remarks by Major Turner	Resolution of the Conference
Paragraph 3 Add the words "Standard and metre gauge bogies being counted as 2 vehicles"	Recommended that this paragraph shall be altered as follows — "The minimum number of vehicles to be paid for under the new rules for troop special trains shall be sixteen 4 wheelers, bogies to count as 2, and 6 wheelers as 1½, brail evans included in this number will be charged for at the vehicle rate N B — This paragraph will require further alteration if the suggestions made under subject 8 above are accepted	Accepted	Accepted
Paragraph 5 As small parties may include those not subject to the Army Act and chargeable at tariff rates the words "or tariff should be added before the word "rates" in the 4th and 17th lines and the word "individuals" be substituted for the word "men" in the 15th line	Recommended that the proposed alteration be made	Ditto	Accepted
Paragraph 9 (b) and N B III (b) of the schedule of rates attached thereto prescribe different scales of free allowance of luggage for individuals charged at tariff rates and contract rates, but paragraphs 6 and 7 at page 128 and paragraph 6 (b) at page 132 of the Conference Proceedings of 1907, are understood to prescribe a uniform scale of 20 seers to all individuals travelling under warrant whether charged at contract or tariff rates It is to be decided which is correct For the same reason paragraph 152 (c) of India Army Regulations as revised by Appendix to India Army Order, which states that officers and others when travelling independently of troops at contract rates will be allowed one maund of baggage each free of charge also requires consideration	Recommended that a uniform scale of 20 seers shall be allowed free to all individuals travelling under warrant whether charged at contract or tariff rates, this to apply to officers also	Ditto	Do
Paragraph 14 Suggest that the words "Military Officers" should be substituted for "Government Official" in this paragraph where they occur.	Recommended that the words "on account of the Military Department" be added after the words "Government Official"	Ditto	Do
N B — At page 585 "All Military stores carried at vehicle rate shall be at Government risk" The words "and the small consignment rate of ¾rd pie" should be inserted	Recommended that the proposed addition be made	Ditto	Do
24 Proposal of the South Indian Railway to reduce number of troop carriages by mail train to one	Recommended that the South Indian Railway be requested to make a separate representation to the Military Department regarding their case	No remarks	Do
25 Paragraph 10 of India Army Order No 625 states the Military Department will indent for the number of vehicles required, but paragraph 185 of the India Army Regulations, Volume X as revised by Appendix to India Army Order states Railways will be informed of weight of baggage and they will calculate number of vehicles required at ¾ths the carrying capacity of each vehicle It has to be settled which rule is to be adhered to	Recommended that paragraph 10 of India Army Order No 625 be altered to conform to paragraph 185 of India Army Regulation No 10	Accepted	Do.
26 Rates for baggage accompanying small bodies of troops	Paragraph 7 (b) of the rates and conditions for the carriage of Military traffic already lays down that the ¾rd pie per maund per mile rate should be charged Recommended that a minimum charge of Re 0-4 0 should be fixed	Accepted	Do

137 Proposed by Mr Muirhead (Dholpur Bari Railway), seconded by Mr. Wright (Madras and Southern Mahratta Railway), that—

Proposal 97

As under Resolution No 75 of the Conference of 1906 the new rates and conditions for Military traffic were expressly made applicable "for a period of one year only after the date of introduction at the end of which time if it is found that the revised rates affect railways adversely, and seriously the rates and conditions shall be subject to revision" and Railways have found that the reduction made has involved them in a heavier loss of revenue than was anticipated

when the vehicle rates were accepted, it is proposed that the rates be increased from the 1st January 1909 by 6 pies per 4-wheeled vehicle per mile on all gauge which the Military Department be asked to accept for one year. The lesser revenue derived by Railways from Military Traffic since the reduction has amounted to from 18 to 22 per cent.

The proposal was put to the vote and CARRIED by show of hands subject to Resolution 97 the dissent of the Bengal and North-Western Railway in regard to item 3 of the schedule above.

138 It was after discussion decided that advantage should be taken of the offer of General Slater, Quarter Master General in India, to personally discuss with the Conference the questions which are reserved and also the proposal to increase the rates as above and to invite General Slater to meet the Conference at 3 P M on Wednesday, the 7th instant.

Subject No. 13

Adoption of an uniform Telegraph Code for all Railways.

139 Proposed by Mr Manson (Bengal-Nagpur Railway), seconded by Mr. Pearce (East Indian Railway), that—

The recommendations (see Appendix N) of the Sub-Committee appointed under Resolution No 31 of the Conference Proceedings of 1906 be accepted, and that the system of coding station names suggested by Mr Anderson, in his note accompanying the above named Sub-Committee's report, be adopted and gradually introduced and that the same Sub-Committee be instructed to meet and draw up instructions for its introduction on different Railways

As an amendment it was proposed by Mr Muirhead (Dholpur Bari Railway), and seconded by Mr Wright (Madras and Southern Mahratta Railway), that—

There be no alteration in the present procedure in regard to the selection of Amendment 1 code initials for station names.

The amendment was put to the vote and LOST by show of hands.

Resolution 98

The original proposal was then put to the vote and CARRIED, the voting Resolution 99 being as follows —

RAILWAY	No of votes	Aye	No
Assam Bengal ..	4	Absent.	
Barsi Light .	1	Absent	
Bengal and North-Western ..	7	7	..
Bengal Dooars .	1	1	
Bengal-Nagpur .	9	9	.
Bhaynagar-Gondal Junagad-Porbandar	2	2	
Bombay, Baroda and Central India ..	10	10	
Burma .	7	7	..
Calcutta Port Commissioners .	1	1	
Dholpur-Bari .	1		1
Eastern Bengal State ..	7	7	...
East Indian .	10	10	...
Great Indian Peninsula .	10		10
H H the Nizam's Guaranteed State .	4		4
Jodhpur Bikanir ..	4	4	...
Madras and Southern Mahratta ...	9		9
Morvi .	1	1	...
North-Western ...	10	10	
Oudh and Rohilkhand .	6	6	..
Rohilkhand and Kumaon .	2	2	.
South Indian .	7	Did not vote.	
Shahdra Saharanpur ..	1	Absent	
Udaipur Chitor ..	1	Absent	
TOTAL ...	115	77	24

Subject No. 25

Procedure to be followed in regard to the free allowance of luggage to passengers where only a portion has been booked at the starting station

140 Proposed by Mr Manson (Bengal Nagpur Railway), and seconded by Major Shelley (Bombay, Baroda and Central India Railway), that—

Proposal 100 *No alteration be made in Conference Regulation 42 (b) Passengers, who have booked a portion of their luggage and received the free allowance and who are subsequently found with additional luggage should be charged only on the weight of such additional luggage*

Resolution 100. The proposal was put to the vote and CARRIED *nem con*

Subject No 26

Rates for cattle in through booking between Railways.

141 Proposed by Mr Manson (Bengal Nagpur Railway), seconded by Mr. Burt (North-Western Railway), that—

Proposal 101. *Conference Regulation 66 (b) be altered to read as follows —*

"The above rates are at owner's risk When consignments are booked at Railway risk, the charges shall be 20 per cent higher"

Resolution 101. The proposal was put to the vote and CARRIED *nem con*

Subject No 65.

Guard's compartment at the end of trains.

142 At this stage of the Proceedings, the President referred to Resolution No 73 in regard to Subject No 65, "Guards' compartments at the end of trains," and explained the result of the interview between Major Shelley and himself with the President, Railway Board After which it was proposed by Major Shelley (Bombay, Baroda and Central India Railway), and seconded by Mr Pearce (East Indian Railway), that—

Proposal 102. *The Conference Association while recognising the desirability of the guard traveling in the rear compartment of the train consider a further reference to the Railway Board to be necessary, as the wording used in their letter No 580 R S of the 12th July 1907, to the Senior Government Inspector of Railways, Bombay, viz, "so far as possible" may be read in the light of an order, for the literal carrying out of which it will be necessary to incur heavy outlay in alterations of existing and the construction of special vehicles, provision of turn tables, and undesirable increase in shunting at terminal stations*

Resolution 102 The proposal was put to the vote and CARRIED unanimously.

The Conference then resumed consideration of the Report of Sub-Committee No 2 (Appendix J)

Subject No 33.

Alteration in the form of passenger tickets.

143. After considerable discussion it was proposed by Mr Johns (Burma Railways), seconded by Mr Todd (Jodhpur Bikanir Railway), that—

Proposal 103 *No change be made in the present form of passenger ticket*

Resolution 103. The proposal was put to the vote and CARRIED *nem con*.

Subject No 63

Revision of Risk Note Forms D. and G.

144 Proposed by Mr Manson (Bengal Nagpur Railway), seconded by Major Shelley (Bombay, Baroda and Central India Railway), that—

The Railway Board be informed that the Conference Association recommend that Risk Note forms D and G be altered to conform with forms B and H as regards loss of complete packages or consignments (See appendix P) Proposal 104.

As an amendment it was proposed by Mr Rickards, (Great Indian Peninsula Railway) and seconded by Mr Muirhead, (Dholpur Bari Railway) that—

Risk note forms D and G remain unaltered.

Amendment

The amendment was put to the vote and LOST by show of hands

The original proposal was put to the vote and CARRIED

Resolution 104.

145. In regard to the meeting with Mr Ogilvy, referred to by the President in paragraph 41 of the opening day's Proceedings and recorded in the Proceedings of Sub-Committee No 2, it was proposed by Mr Manson, (Bengal Nagpur Railway) and seconded by Mr Rickards, (Great Indian Peninsula Railway) that—

The question of the alteration of the risk notes with regard to consequential damages is a matter for further consideration to be brought up at the next Conference Proposal 105

The proposal was put to the vote and CARRIED unanimously

Resolution 105.

The Conference then adjourned at 6 p m to Tuesday, the 6th October 1908

Proceedings, Tuesday, the 6th October 1908

Opened at 11 a m

The members present were the same as on the previous day.

The Conference resumed consideration of the report of Sub-Committee No 2

Subject No 34.

Revised Privilege Ticket Rules

146 After discussion, it was proposed by Mr Manson (Bengal Nagpur Railway), seconded by Mr Burt (North Western Railway), that

The revised privilege ticket rules as amended by the Sub-Committee be approved Proposal 106

The proposal was put to the vote and CARRIED unanimously.

Resolution 106

The Conference then proceeded to the consideration of the Report of Sub-Committee No. 3. (Appendix K)

Subject No. 45

Carriage of wild animals and game during the close season

147 Proposed by Mr Wright (Madras and Southern Mahratta Railway), Chairman of Sub-Committee No 3, seconded by Mr Priestley (South Indian Railway), that—

Proposal 107 *The following notice should be issued by Railways and adopted as a bye-law—*

"In accordance with the Wild Birds Protection Act (XX of 1887) this Railway will not accept for conveyance during the close season game birds or game animals recently killed or taken if such birds or animals in transit to destination, would pass within the limits of any area in which a close season exists"

Resolution 207 The proposal was put to the vote and CARRIED *nem con*

Subject No. 29

Delay in settlement of claims for hire and demurrage charges.

148. Proposed by Mr Wright (Madras and Southern Mahratta Railway), Chairman of Sub Committee No 3, and seconded by Mr Pearce (East Indian Railway), that—

The following addition be made to Regulation 35, Chapter VI, *viz* —

Proposal 108 *If a receiving Railway fails to account for vehicles for which they have received discrepancy memoranda, schedules, etc, within the limit of two months laid down, the forwarding Railway shall be at liberty to debit the receiving Railway for such vehicles at the ordinary hire charges in respect to coaching vehicles and double the ordinary hire charges for Goods vehicles for the full period absent, which must be accepted subject to after adjustments on receipt of correct particulars*

Resolution 108. The proposal was put to the vote and CARRIED unanimously

149 During the discussion of this subject reference was made to the proposals made by the Secretary, for a revised method of recording and dealing with the hire and demurrage accounts of stock on foreign lines (see appendix O) It was explained by the Chairman that his Sub-Committee had not had time to go thoroughly into these proposals, and it was recommended that the matter should be considered by Railways in view to discussion at the next Conference

In reply to the enquiry of other delegates it was recorded that the scheme might be introduced experimentally by Railways at selected junctions by agreement between the Railways running into those junctions

Subject No. 30.

Proposed modification of Conference Regulation 7 (a), Chapter II

150 The views of the Sub-Committee are recorded, no resolution by the Conference being necessary

Proposed addition to Conference Regulation No 25, Chapter II

151 Proposed by Mr Wright (Madras and Southern Mahratta Railway), Chairman of Sub-Committee No 3, and seconded by Mr Pearce (East Indian Railway), that—

The following be added to Conference Regulation No 25

The Parent line must, in all cases, make its claim upon the contiguous line Should a part of the claim be against a Railway beyond the contiguous line the intermediate line or lines will be responsible for passing on the balance of the claim to the Railway or Railways concerned But so far as the parent line is concerned, the fact that a claim has been made against the contiguous Railway within 6 months shall be considered as complying with Clause 25 of the Conference Regulations, and lines other than the contiguous line liable for any part of a claim thus preferred, shall not thereafter claim protection under this clause It shall be incumbent upon the next contiguous Railway to pass claims on to the next line concerned, if any, within one month of the date of receipt of the claim Proposal 109

The proposal was put to the vote and CARRIED *nem con*

Resolution 109

Subject No. 31

Interpretation of Subsidiary Regulations 33 and 34, Chapter VI [Arithmetical errors in division sheets], and modification of Regulation No 47, Chapter III (Errors in Invoices)

152 Proposed by Mr Wright (Madras and Southern Mahratta Railway), Chairman of Sub-Committee No 3, and seconded by Mr Lightfoot (Bengal and North Western Railway), that—

For Subsidiary Regulations 33 and 34 (Chapter VI) the following be substituted — Proposal 110

33 "Audit Offices in which division sheets are compiled shall rectify all errors detected at the time of original audit and shall credit each railway with its full share"

34 "Audit Offices in which division sheets and hire and demurrage accounts received from other lines are checked, shall disregard in each railway's proportion errors of Rs 1 or less in accounts of Goods traffic and hire and demurrage and 4 annas or less in accounts of Coaching traffic This shall apply to both overcharges and undercharges excepting those due to errors in rate, weight or classification But each railway shall be at liberty to draw attention to errors that reduce its earnings with a view to preventing their recurrence"

"All errors exceeding the above limits shall be brought to notice on being discovered whether they be in favour of or against the railway making them"

And in Regulation 47 (Chapter III Through Traffic Regulations) to delete the words in lines 3 and 4 "in the receiving railways Audit office and"

The proposal was put to the vote and CARRIED *nem con*.

Resolution 110.

Subject No 36

Proposed rules for dealing with goods traffic diverted on account of breach of line, accidents, or other interruption

153 Proposed by Mr Wright (Madras and Southern Mahratta Railway), Chairman of Sub-Committee No 3, and seconded by Mr Pendlebury (His Highness the Nizam's Guaranteed State Railway), that—

Proposal 111 The following be added to Conference Regulation 19 (e), Chapter II

The junction at which the diversion takes place will be responsible to the Audit or Traffic Office concerned for furnishing full particulars of all traffic diverted

Resolution 111 The proposal was put to the vote and CARRIED *nem con*

Subject No 41.

Modification of Conference Regulation No 6 (b), Chapter II.

154 Proposed by Mr Wright (Madras and Southern Mahratta Railway), Chairman of Sub-Committee No 3, and seconded by Mr Pearce (East Indian Railway), that—

The following addition be made to Reg 6, Chapter II

Proposal 112

Open wagons fully loaded with damageable goods may be interchanged if supplied with proper sheets and ropes, but in such cases the Despatching Railways must accept liability for damage by fire or water or through atmospheric causes, claims for other losses being shared in mileage proportion in the absence of clear proof as to where the loss occurred

As an amendment it was proposed by Mr Muirhead, on behalf of the Great Indian Peninsula Railway, and seconded by Mr F W Hanson, on behalf of the Bombay, Baroda and Central India Railway, that clause (b) of Conference Regulation No 6 should be amended to read as follows —

Except as provided in clause (c) of this Regulation it shall be optional with the receiving Railway to tranship at the junction

Amendment 1

(a) *the contents of any covered wagon containing a load for one station of less than half its carrying capacity or*

(b) *of any open wagon irrespective of weight of load*

The cost of transhipment shall be charged against joint station expenses where the load is less than 5 tons on the standard gauge and three tons on the metre gauge, but when the load is 5 tons or more on the standard gauge and three tons or more on the metre gauge, the charges for transhipment shall be at the cost of the receiving Railway. In all cases of open wagons the cost of transhipment shall be charged against joint station expenses. Unless otherwise arranged, consignments for more than one station loaded in any one wagon shall be transhipped at the junction at the expense of the joint station

All losses and damages to goods loaded in open wagons shall, if reported in time by the receiving station in accordance with Conference Rules, be debitable to all the Railways over which the consignment passed in mileage division unless the contents have been transhipped en route or unless the damage or loss can be localised. In all cases open wagons must be supplied with proper sheets and ropes

Note—It is recognised that all Railways should as far as possible use covered wagons for through traffic.

The amendment was put to the vote and CARRIED, the voting being as Resolution 112. follows —

Railway	No of votes	Aye.	No
Assam-Bengal	4	Absent	
Barsi Light	1	1	..
Bengal and North-Western	7	7	
Bengal Dooars	1	Did not vote	
Bengal-Nagpur	9	9	
Bhavnagar-Gondal-Junagad-Porbandar	2	2	..
Bombay, Baroda and Central India	10	10	
Burma	7	7	.
Calcutta Port Commissioners	1	..	1
Dholpur-Bari	1	1	.
Eastern Bengal State	7	7	
East Indian	10		10
Great Indian Peninsula	10	10	..
H. H. the Nizam's Guaranteed State	4	4	.
Jodhpur-Bikaner	4	4	..
Madras and Southern Mahratta	9	Did not vote.	
Morvi	1	1	..
North-Western	10	10	
Oudh and Rohilkhand	6		6
Rohilkhand and Kumaon	2	Did not vote	
South Indian	7	7	
Shahdara-Saharanpur	1	Absent	
Udaipur-Chitor	1	Absent	
Total	115	80	17

The amendment was then put as a substantive proposition, and CARRIED Resolution 113. the voting being as before

Subject No. 42

Interpretation of Conference Regulation No 46

Chapter II.

155 Proposed by Mr. Wright, (Madras and Southern Mahratta Railway), Chairman of Sub-Committee No 3, and seconded by Mr Rickards, (Great Indian Peninsula Railway), that

Conference Regulation No. 46 be revised to read as under —

Proposal 114.

46-I All claims for undercharges in the apportionment of through goods traffic, which one railway may have against another, must be preferred within six months from the end of the week in which the invoice was accounted for to the claiming railway. Such claims shall be disposed of as provided for in Subsidiary Regulations.

II. When undercharges are discovered and intimated later than six months (reckoned as before) particulars shall be sent to the railways concerned, but no adjustment shall be made

III When undercharges credited to a foreign line, or duly claimed within six months under sub-para I and not credited, are found to be irrecoverable, the following rules shall regulate their adjustment, as between the forwarding and receiving railways, in the absence of special agreement to the contrary —

- (a) *In the case of traffic required under rule or agreement to be booked "Paid"—the forwarding railway shall be entirely responsible,*
- (b) *In the case of other "Paid" traffic or "To pay" traffic—*
- (i) *the forwarding railway shall be responsible that the correct charges are entered in the invoice for the proportion due to itself,*
 - (ii) *the railway delivering the traffic shall be responsible for the proportion due to itself,*
 - (iii) *for the charges due to any intermediate railway or railways, if incorrect charges have been entered on the invoice and the error remains undetected before delivery, both the forwarding railway and the railway which effects the delivery shall be responsible in equal division.*
- (c) *In all other cases, the railway which effects the delivery shall be responsible.*

IV No claim for reversal of credits in respect of irrecoverable undercharges or for a share of the credits afforded to intermediate lines in respect of irrecoverable undercharges, shall be preferred in terms of this Regulation, unless raised within a period of six months from the end of the week in which the undercharge was credited to the foreign railways concerned. No railway shall declare undercharges irrecoverable with a view to obtain the benefit of this rule until all reasonable means of recovery in its power have been exhausted.

Resolution 114. The proposal was put to the vote and CARRIED *nem. con.*

Subject No. 43.

Amplification of Conference Regulation No. 12 (d).

Resolution 115. 156 It was decided that in accordance with the recommendation of the Sub-Committee this question should be referred to the Committee of Locomotive and Carriage Superintendents.

Subject No. 54.

Rates and conditions for the carriage of Motor Cars and Petrol.

157. It was decided to deal with this question after consideration of the report of the Tariff Simplification Committee.

Subject No. 61.

Revision of Warrant Form E.

Proposed by Mr Wright, (Madras and Southern Mahratta Railway), Chairman of Sub-Committee No. 3, and seconded by Mr. Johns, (Burma Railways), that—

Proposal 116. *The Report of the Sub-Committee be accepted.*

Proposed as an amendment by Mr. Murrhead, on behalf of the (Great Indian Peninsula Railway), and seconded by Mr. Priestley, (South Indian Railway), that—

There shall be added at the foot of the form a certificate to the following Amendment.
effect —

"I certify that I am entitled to this concession under the Army Regulations"

Signature of the Officer using the form

The amendment was put to the vote and CARRIED *nem con*

Resolution 116

The amendment which had been carried was again put to the vote as a substantive proposition and CARRIED *nem. con*

Resolution 117

Subject No 28.

Interpretation of Conference Regulation 8 (e)

158 The remarks of the Sub-Committee were recorded, no resolution being passed.

The Conference then proceeded to consider No 1 Report of the Tariff Simplification Committee on Miscellaneous references,

(See Appendix L.)

159 Mr Lightfoot, (Bengal and North-Western Railway), Chairman of the Tariff Simplification Committee, then presented the report of that Committee on the miscellaneous references which had been made to it

Subject No 59.

Proposal that Railways should quote rates which will assist in the development of local industries

160 After discussion it was proposed by Mr Lightfoot, (Bengal and North-Western Railway), Chairman of the Tariff Simplification Committee, and seconded by Mr. Rickards, (Great Indian Peninsula Railway), that—

A reply be given to the Railway Board in terms of paragraphs 1 to 7 of the Committee's report with an explanation of the objections which it was anticipated would be found in practice against giving effect to the proposal to establish a local Committee of Traffic Officers to deal with rates questions.

Proposal 118

The proposal was put to the vote and CARRIED *nem con*.

Resolution 118

161 It was then proposed by Mr Lightfoot, (Bengal and North-Western Railway), Chairman of the Committee, seconded by Mr. Rickards, (Great Indian Peninsula Railway), that—

The recommendations of the Committee in regard to the remaining miscellaneous references be accepted.

Proposal 119.

These recommendations are as follows —

Classification of—	<i>Cigars or cigarettes, imported</i>	...	<i>4th Class</i>
Ditto	„ <i>Cigars and cigarettes, country made including biddies</i>	...	<i>3rd Class.</i>
Ditto	„ .. <i>Books</i>	...	<i>4th Class.</i>
Ditto	„ .. <i>Gooroochand</i>	...	<i>5th Class.</i>
Ditto	„ .. <i>Sun-dried Tapioca</i>	...	<i>as Grain</i>

The proposal was put to the vote and CARRIED unanimously.

Resolution 119.

The Conference then adjourned at 2-15 P M, to Wednesday, the 7th October 1908 to enable the remaining Sub-Committees to complete their reports.

Proceedings, Wednesday, the 7th October 1908

OPENED AT 11 A. M.

Members present were the same as on the previous day

The proceedings of Monday, the 5th and Tuesday, the 6th instant, were read and confirmed

Subject No 10.

Report of the Tariff Simplification Committee

See Appendix M.

162. The President with reference to the Railway Board's letter No. 1603-R T., dated the 31st August suggesting the entrusting the completion of the task of Tariff simplification to a whole-time Committee, pointed out that a reply to this reference would have to be determined on. The East Indian Railway Board had proposed this Committee and the Railway Board supported the proposal.

163. Mr Lightfoot (Chairman of the Committee) in presenting the report of the Tariff Simplification Committee said that the Committee now asked only that their recommendations and the draft Tariff and Classification should be considered by Railways and that after Companies had obtained the views of their Boards they should put the Secretary in possession of their views. In regard to the Tariff he explained that it had been prepared under considerable stress, possibly contained minor errors and was still incomplete in some respects. The chapter on Explosives had been revised in communication with the Chief Inspector of Explosives but would require a final check. He then referred briefly to the principal points of the report.

Mr Manson commented on the very complete and thorough way in which the report had been put before the Conference. It had evidently given the Committee much thought and labour and so far as he had had time to study the report the results seemed excellent.

After Mr Rickards, Major Shelley and the President had spoken in similar terms it became evident that it was the general opinion of the Conference—

- (a) that sufficient experienced officers could not be spared from their Railways for the whole-time duties
- (b) that so much had already been done that there must be a pause while the report was being considered by Railways, and there would not therefore be work for whole-time officers
- (c) that any change in the personnel of the Committee at the present time would be most undesirable

164. It was proposed by Mr. Manson, (Bengal-Nagpur Railway), and seconded by Major Shelley, (Bombay, Baroda and Central India Railway), that—

Proposal 120.

The President accompanied by the Chairman, and the Secretary of the Tariff Simplification Committee, should see the President of the Railway Board and explain the position.

Resolution 120

The proposal was put to the vote and CARRIED unanimously

165. It was then proposed by Mr Lightfoot, (Bengal and North-Western Railway), Chairman of the Tariff Simplification Committee, and seconded by Mr. Manson, (Bengal-Nagpur Railway), that—

Proposal 121.

First—The Proposed Classification and General Rules submitted in terms of paragraph 3 of the Report be circulated to Railways for scrutiny, acceptance, modification or otherwise

Second—*That if, and as soon as, the proposed Classification and General Rules are accepted by all Railways, they shall be adopted, also that the existing system of Junction Rate Lists shall be continued for the present in combination therewith.*

Third—*That Hill Railways and small Branch lines be specially invited to express an opinion whether they can conform to the General Classification and if so, under what system of enhancing charges*

Fourth—*That the Railway Board be addressed regarding Government Inspection of Inflammable liquids and dangerous acids*

Fifth—*That the suggestions made in paragraph 15, be also circulated for consideration and orders of Railways, namely --*

(1) *For important Commodities, the adoption gradually of Station to Station rates by routes mutually agreed upon,*

(2) *and for the large number of items in Classes, which are not of importance in through booking, and for which there are no specially reduced quotations, the gradual adoption of Station to Station rates by mutually agreed routes and a combination of mileage rates if required. The Station to Station rates may be grouped when agreed upon by the Railways concerned, either by grouping stations and quoting through rates or by quoting a specific distance between each group to which a calculated rate list would apply according to class*

Sixth—*That to ensure a settlement of the method of rating within a reasonable period after allowing time for reference to the various Home Boards, all Railways be requested to express their views within a period of three months from the date of the closing of this Conference*

The proposal was put to the vote and CARRIED *nem con*

Resolution 121.

Subject No. 40

Expenditure of the Indian Railway Conference Association.

166. Proposed by Mr Lightfoot, (Bengal and North-Western Railway), and seconded by Mr Todd, (Jodhpur-Bikanir Railway), that—

The accounts of the Association for the half-year ending 30th June 1908 be passed and that the estimate for 1909 be approved. Proposal 122.

The proposal was put to the vote and CARRIED unanimously

The accounts of the Association are reproduced in Appendix Q

Resolution 122.

Extension of concession to families of non-commissioned officers and men of the Native Army travelling on furlough at Government expense

167 With reference to the Railway Board's letter No. 1783-R T., dated the 1st October 1908, referred to in the Proceedings of Friday, the 2nd October 1908,—

It was proposed by Mr Wright, (Madras and Southern Mahratta Railway), Chairman of Sub-Committee No 3, and seconded by Mr. Pearce, (East Indian Railway), that—

The concession should be extended to families, limited to 6 members, of non-commissioned officers and men of the Native Army proceeding on furlough whether they are travelling at Government or at their own expense when the non-commissioned officers and men accompany their families. Proposal 123.

Resolution 123 The proposal was put to the vote and CARRIED *nem. con.*

Form of certificates for Military concessions,

168 With reference to letter No 1786 R. T , dated the 1st October 1908, from the Railway Board,

It was proposed by Mr Wright, (Madras and Southern Mahratta Railway), Chairman of Sub-Committee No 3, and seconded by Mr Priestley, (South Indian Railway), that—

Proposal 124 *The Conference Association agree that the proposed forms of certificate to be issued to Railways and to be attached to India Army Forms L-1180 and L-1181 used by British soldiers only, may be brought into use as early as possible.*

Resolution 124 The proposal was put to the vote and CARRIED unanimously.
The forms of certificate are given in **Appendix S**
The Conference then adjourned at 5 P.M.

Proceedings, Thursday, the 8th October 1908

OPENED AT 11 A M

Major Shelley and Mr Pendlebury had left The Bombay, Baroda and Central India Railway was represented by Mr F W Hanson, and the H H the Nizam's Guaranteed State Railway by Mr Muirhead The remaining members present were as on the previous day

Subject No. 28.

Revision of Conference Regulations 8, 9, 11 and 29.

169 Proposed by Mr Wright (Madras and Southern Mahratta Railway), Chairman of Sub-Committee No 3, and seconded by Mr Manson (Bengal-Nagpur Railway), that—

Conference Regulations 8, 9, 11 and 29 be revised as under — Proposal 125.

Existing Regulations

Proposed Regulations

8 (a) Passenger carriages shall be returned to the parent line by the route by which they were received loaded, except under mutual arrangement

No alteration

(b) Subject to the provisions of clause (c) of this Regulation empty horse boxes, carriage trucks, and wagons shall be returned to the parent line at the junction and by the route by which they were received loaded, except when by consent of the parent line, it is arranged that they may be returned by any other agreed route

To stand with the addition of "*Luggage Vans*" after carriage trucks

(c) Horse boxes, carriage trucks, and wagons may be loaded at any place on the route of the homeward journey to any place short of, or on, or beyond the parent line by the route by which they were received

To stand with the addition of "*Luggage Vans*" after carriage trucks

(d) Subject to the proviso that the parent line may require that its wagons, horse boxes or carriage trucks be returned in accordance with clauses (b) and (c) by the route by which they were received, wagons, horse boxes, or carriage trucks may be loaded at any place on the homeward journey to any place on the parent line, or to any place beyond but *via* the parent line, and may be sent by the most direct route to that place whether it be the route by which they were received on the outward journey or not

(d) Subject to the proviso that the parent line may require that its wagons, horse boxes, *luggage vans* and carriage trucks be returned in accordance with clauses (b) and (c) by the route by which they were received, wagons, horse boxes, *luggage vans* and carriage trucks may be loaded at any place on the homeward journey to any place on the parent line or to any place beyond but *via* the parent line, and may be sent by the most direct route to that place whether it be the route by which they were received on the outward journey or not

(e) Wagons, horse boxes, and carriage trucks, may, on or before the return journey, be diverted or may be sent beyond original destination without missending charge for distances aggregating not more than 50 miles, whether on the main line or on one or more branches, in order to secure a load in the direction in which they are returning Provided that any Railway shall have the right on giving one week's notice to suspend this Regulation and

(e) In order to secure a load to a station in the direction in which they are returning wagons, horse boxes, *luggage vans* and carriage trucks, may on or before the return journey, be diverted or may be sent beyond original destination without *incurring* missending charge for distances aggregating not more than 50 miles, whether on the main line or on one or more branches Provided that any Railway shall have the right on giving one week's notice to

Existing Regulations.

require the direct return of its stock to the parent line

(f) When a Railway consists of two or more sections unconnected with each other, each section shall, for the purposes of this Regulation, be considered as a separate railway

9 (a) Any Railway which deals with a vehicle in contravention of Regulation 8 shall pay to the parent Railway ten rupees, in the case of a standard gauge vehicle, and seven rupees, in case of a metre gauge vehicle, per day or part of a day from the time such vehicle was misused until it returns to a station on the route by which it should have been sent, or until it is returned to a junction of the parent Railway

(b) Missent vehicles shall be subject in addition to the charges in this Regulation to charges for hire and demurrage. But the missending Railway shall have no claim for allowances in excess of those admissible for the journey in both directions by the correct route

(c) Missent vehicles under clause (a) of this Regulation, which have been loaded to a foreign line by the missending railway, shall be returned by the foreign Railway to the parent line by the shortest route, unless reloaded to or beyond the parent line, in which case they may be sent by the most direct route to destination. When passing over foreign lines such lines shall be paid haulage by the missending railway at the rate of one pie per mile per ton of carrying capacity of the vehicle for any distance in excess of that for which they may be entitled to freight

(d) A missending railway dealing with vehicles in contravention of Regulation 8 shall be responsible to the parent line for hire and other charges thereby entailed, and also to all foreign lines for any haulage charges thereby incurred. But the foreign railway shall pay to the missending railway any demurrage which may be incurred on the foreign railway

(e) When stock is returned empty to a parent line by a junction, other than the one by which it was received loaded but in the direct route, the line returning the empty wagons shall pay ten rupees per vehicle in the case of a standard gauge vehicle, and seven rupees per vehicle in the case of a metre gauge vehicle

Proposed Regulations

suspend this Regulation and require the direct return of its stock to the parent line

N B—Diversions must not exceed the following aggregate —

50 miles out of route.

50 miles returning to route

Wagons may be diverted either with a load or for a load

No alteration

No alteration

No alteration

Add *liable to penalty* after first two words

No alteration

(e) When stock is returned empty to a parent line by a junction, other than the one by which it was received loaded but in the direct route, the line returning the empty *vehicle*, shall pay ten rupees per vehicle in the case of a standard gauge vehicle, and seven rupees per vehicle in the case of a metre gauge vehicle

Existing Regulations

Proposed Regulations

Note—The following illustrates the penalties and charges to which a missending railway is liable under this rule

(i) Penalties

Description	Broad gauge vehicle coaching or goods	Metro gauge vehicle coaching or goods
Per diem for departure from route, paragraph (a)	Rs 10	Rs 7
Per vehicle for return to wrong junction without departure from route, paragraph (c)	10	
Each Bogie counts as 2 vehicles		

(ii) Charge

(a) Hire and demurrage incurred, in reduction of which it may apply 'actual recoveries' from other lines

(b) Haulage incurred.

For haulage purposes coaching vehicles shall be considered to be of the following capacities —

Broad gauge	12 tons
Metro „	6 „

Bogies double

11 (a) In the event of a loaded or empty wagon which is properly booked in accordance with regulations being missent, the railway so missending shall pay to the other Railways over whose lines the vehicle runs owing to the missending a haulage rate of one pie per ton of carrying capacity per mile. The missending railway shall also pay to the parent line hire due to the missending, also demurrage for any time in excess of the time which would have been allowed free had it been despatched by the correct route. The freight earned in the case of loaded wagons will be dealt with under Regulation 28

(b) Provided that, when a line has received freight, it shall not receive haulage except for the distance in excess of the distance for which freight has been earned,

(c) Provided also, that vehicle hire charge which would have been due if the correct route had been followed shall be paid by the railways forming the correct route and credited to the missending line.

The hire charge shall be calculated by taking one hour for every 6 miles of the correct route

Alter "wagon" to "vehicle"

Add, in the case of goods vehicles and 12 miles in the case of coaching vehicles

Existing Regulations

(d) Wagons missent on the outward journey should, when there is no break of gauge, be returned by the correct route which, having been credited with its full freight on the outward journey, will receive no haulage on this portion of the return journey.

Proposed Regulations

(d) (1) *Vehicles* missent on the outward journey should, when there is no break of gauge, be returned by the correct route *if possible* which, having been credited with its full freight on the outward journey will receive no haulage on this portion of the return journey.

(2) *When a loaded vehicle is discovered on a wrong route and the shortest route to destination is by a different gauge it may be forwarded to destination by the next shortest route of its gauge or transhipped whichever course is more expeditious*

(e) *Vehicles found at an intermediate station on the outward journey to have been missent shall be sent on to destination by the shortest route*

Note (a)—This rule applies to missending without contravention of Regulation 8, namely, diversion of vehicles booked in accordance with regulations or vehicles sent to right destinations by wrong routes when containing outward goods booked and carried in contravention of Regulation 27

(b) The following illustrates the liabilities of a missending railway under this rule,

(1) To pay hire and demurrage charges incurred in reduction of which it may apply the charges recoverable from other lines on the basis fixed in (c)

(2) To pay haulage charges

No penalty charge is incurred

28 (a) In all cases of through goods traffic, also of carriages, and live stock booked as coaching traffic in through vehicles being booked or despatched to destination contrary to Regulation 27 or despatched by other than the booked route when that is the correct route, freight by the correct route shall be collected and divided between the lines forming that route according to their proper proportions. For the portion of the distance carried which is not in the correct route the missending line shall pay the haulage, hire, and demurrage charges which may be due under Regulation 11

In all cases of through goods traffic, also of carriages, and live stock booked as coaching traffic in through vehicles being booked or despatched to destination contrary to Regulation 27 or despatched by other than the booked route when that is the correct route freight by the correct route shall be collected and divided between the lines forming that route according to their proper proportions

Delete

Resolution 125.

The proposal was put to the vote and CARRIED *men con*

Subject No 18.

Revised rates and conditions for military traffic

170 With reference to Resolution 96, General Sclater, Quarter Master General in India and Major Young, Deputy Secretary, Military Finance, were introduced and items 2, 6 and 21 of the schedule printed under Resolution No 96 were considered. After discussion, it was agreed to add to condition 4 of Appendix B printed on page 86 of the Rules and Regulations of the Association the following —

Resolution 126. *Where there is a break of gauge the requisition shall be based and the accommodation provided on the military carrying capacity of the vehicles*

Resolution 127 In regard to item 6 of the schedule it was agreed that “when the $\frac{1}{3}$ rd pie rate is charged no terminal shall be levied.”

In regard to item 21, “application of military rates to Imperial service troops”, the recommendation of the Sub-Committee, *vis*

Resolution 128 *That the concession rate should apply when these troops are being moved at the expense of the Government of India*

was ACCEPTED, the Great Indian Peninsula Railway and Dholpur-Barī Railway dissenting

171 With reference to Resolution 97 "proposal to increase the rate for 4-wheeled vehicles", after discussion, during which several delegates stated that their accounts showed that Railways had suffered considerable loss under the new rules, General Sclater replied that in the opinion of the Military Department any suggestions for revision of rates at present would be premature and laid stress on the increase of the rates for 6 wheeled and Bogie stock already agreed to (*vide* item 3 of the schedule printed with Resolution 96) and stated he was not in a position to consider an increased rate for 4-wheeled stock. He added that he was unable to commit the Military Department in any way as regards the future.

General Sclater then withdrew.

Concession in passenger fares to Military Officers.

172 Major Young then asked permission to be allowed to address the Conference as follows on the subject of a general concession in passenger fares to Military officers.

MR CHAIRMAN and GENTLEMEN,

I am fully aware that Railway Companies are constantly being applied to for cheaper rates for travelling on various grounds, and although managers individually may be inclined to grant these applications yet from a business point of view they are obliged to harden their hearts and refuse them. In fact the word "concession" is anathema maranatha to those who have control of railways.

I would, however, venture to draw the attention of this Conference to one concession and that is that all military officers should at all times and under all conditions, when travelling at their own expense, be permitted to travel first-class for second-class fares.

We have at present a Form "E" by which officers on duty are granted this privilege, and without going into details I think it may be accepted that this Form is not altogether satisfactory, and that its use constantly leads to discussion and argument.

The application of this concession to India would not only be in conformity with the procedure that obtains among many continental nations but also in Egypt and our own colonies.

It would be particularly applicable to military officers because the one great privilege enjoyed by this class is the freedom of obtaining leave, but I have no hesitation in saying that a very large number of officers are prohibited from taking advantage of this leave and travelling to the extent they would, by reason of the expense of the railway journeys.

I feel confident that occasions where a civilian officer denies himself the enjoyment of the limited leave which he is entitled to on account of the expense of the railway journey are most exceptional if not entirely non-existent whereas amongst military officers (especially amongst the junior ranks) with admittedly insufficient salaries it is a matter of everyday occurrence.

The main objection to this concession would be on financial grounds, but I am convinced that railway travelling would be very much increased and surely it would be better to have first-class carriages filled with officers paying second-class fares than for these vehicles to be running empty as so frequently happens.

It may well be argued that such a concession should be initiated by Government and at the expense of the State, but this would involve the acceptance of a policy which Government has hitherto not considered and if granted by the Railways themselves, it would be received as a most grateful, popular and acceptable concession, and I certainly think that the increase in travelling would make up for the reduction of rates.

Major Young then withdrew.

It was agreed that Major Young's address should be recorded for future consideration.

Subject No 18

Revised rates and conditions for military traffic.

173. It was then proposed by Mr Burt, (North-Western Railway), and seconded by Mr Manson, (Bengal-Nagpur Railway), that—

—Proposal 97 shall stand in abeyance and be considered at the next Conference, the Military Department being so informed. In the meantime Railways could get out such figures as they desire. **Proposal 129.**

As an amendment, it was proposed by Mr Muirhead, (Dholpur-Bari Railway), and seconded by Mr. Wright, (Madras and Southern Mahratta Railway), that—

Amendment 1

The rates for military traffic as amended in full Conference after conversation with General Sclater shall be in force for a further period of 12 months subject to the condition of Resolution No. 75 of the Conference of 1906, viz., "that they are applicable for a period of one year only after the date of introduction at the end of which time if it is found that the revised rates affect Railways adversely and seriously, the rates and conditions shall be subject to revision".

Proposed as amendment No 2 by Mr Richards, (Great Indian Peninsula Railway), and seconded by Mr. Johns, (Burma Railways), that—

Amendment 2

The rates for 4-wheeled vehicles for military traffic be increased by 6 pies per mile

Amendment No. 2 was put to the vote and LOST, the voting being as follows —

RAILWAY	No of votes	Aye	No
Assam Bengal	4	Absent	
Barsi Light	1	Absent	
Bengal and North-Western	7	Did not vote	
Bengal Doonars	1	Did not vote	
Bengal Nagpur	9		9
Bhavnagar Gondal Junagad-Porbandar	2	2	
Bombay, Baroda and Central India	10		10
Burma	7	7	
Calcutta Port Commissioners	1	Did not vote	
Dholpur Bari	1	1	
Eastern Bengal State	7		7
East Indian	10		10
Great Indian Peninsula	10	10	
H H the Nizam's Guaranteed State	4	4	
Jodhpur Bikaner	4		4
Madras and Southern Mahratta	9	9	
Morvi	1	1	
North Western	10		10
Oudh and Rohilkhand	6		6
Rohilkhand and Kumaon	2	Did not vote	
South Indian	7	7	
Shahdara Saharanpur	1	Absent	
Udaipur Chitor	1	Absent	
Total	115	41	56

Resolution 129

Amendment No 1 was then put to the vote and CARRIED, the voting being as follows —

RAILWAY	No of votes	Aye	No
Assam Bengal	4	Absent	
Barsi Light	1	Absent	
Bengal and North Western	7	Did not vote	
Bengal Doonars	1	Do	
Bengal Nagpur	9		9
Bhavnagar Gondal-Junagad-Porbandar	2	2	
Bombay, Baroda and Central India	10	10	
Burma	7	Did not vote.	
Calcutta Port Commissioners	1	Do	
Dholpur Bari	1	1	
Eastern Bengal State	7		7
East Indian	10		10
Great Indian Peninsula	10	10	
H H the Nizam's Guaranteed State	4	4	
Jodhpur Bikaner	4	4	
Madras and Southern Mahratta	9	9	
Morvi	1		1
North Western	10		10
Oudh and Rohilkhand	6		6
Rohilkhand and Kumaon	2	Did not vote	
South Indian	7	7	
Shahdara Saharanpur	1	Absent	
Udaipur-Chitor	1	Absent	
Total	115	47	43

Resolution 130

Amendment No 1 which had been carried was then put as a substantive proposition and was CARRIED *nem. con*

Subject No 27

Payment made by the Post Office to Railways for the carriage of parcels

174 With reference to Resolution No 69, the President reported the result of the interview between himself and the Chairman of the Sub-Committee and the Officiating Director-General of the Post Office as recorded in the following note

Note on an informal discussion between Mr E A Doran, C I E, Acting Director-General of Post Office in India and Mr W. A Dring, President, Indian Railway Conference Association, and Mr W B Wright, Chairman, Sub Committee of the Railway Conference appointed to report on the question of the carriage of Postal Parcels by Railway

The minutes of the meetings of the Sub-Committee and its appendices were placed in the hands of the Acting Director-General of Post Office and were referred to in the discussion. Mr Doran said the Post Office considered that it was their right to claim that light parcels up to 11 lbs in weight should be regarded as "mails" and to carry them as such in the mail vans under the same conditions as letters or packets. In the definition of "mails" in the P and O contract parcels not exceeding 11 lbs in weight are included and this is the limit of weight prescribed for a *postal* parcel in the international Convention of the Parcel Post Union.

In this connection Mr Dring asked whether, if parcels not exceeding 11 lbs in weight were to be treated as mails, the Post Office would be prepared to entertain a proposal to increase the mileage rate now paid for postal vans, but Mr Doran thought this was a large question which he could hardly take up at this point.

The point was then raised as to how the Railways could be compensated for the carriage of parcels over the 11lb limit, as the present maximum limit for Postal Parcels in India was equal to 20 lbs. It was suggested that the Post Office might possibly undertake not to accept parcels over 11lbs in weight, at a Post Office at any important place where there is a Railway station or Railway Booking Office or Agency, for delivery at a place at which delivery can be made by a Railway. In all other cases, that is, in all cases in which there could be no competition with the Railways, the Post Office would be free to accept and carry parcels up to the 20lbs limit as mails under present conditions. Mr Doran said that, as acting Director-General of the Post Office, he could not of course commit the Post Office or Government either to the acceptance or rejection of this suggestion, but it seemed to him that it offered better prospects of a settlement of this question, that would be acceptable to both parties, than any other yet put forward.

Should the above suggestions be agreed to by the Railway authorities on the one hand and the Government of India on the other, the Railway authorities would then furnish the Post Office, through the Conference Association, with a list of the stations or places in India between which they were prepared to accept and deliver parcels and the Post Office would notify that between these places the maximum limit of weight up to which they could accept parcels would be 11 lbs.

This note was ordered to be recorded and the Secretary will address the Director-General of the Post Office.

Subjects Nos 17 and 62

Revision of General Rules 22, 44(c), 110, 111 and 12(4)

175 Mr Priestley, (South Indian Railway), Chairman of the Sub-Committee appointed under Resolution 14, presented the report of the Sub-Committee. It was proposed by Mr Priestley, (South Indian Railway), seconded by Mr Burt, (North-Western Railway), that—

Proposal 131.

The recommendation of the Committee as printed below be accepted.

	Rules referred for consideration and recommendation	Revisions recommended
No 12 (4)	The Starting signal, where only one such signal is provided, or the Advanced Starting signal, where two Starting signals are provided, must be fixed at the limit beyond which no train may pass unless the Engine Driver is given the authority to proceed which is required by the system of working, and must be fixed outside all connections on the line to which it refers	The Starting signal, where only one such signal is provided, or the Advanced Starting signal, where two Starting signals are provided, must be fixed at the limit beyond which no train may pass unless the Engine Driver is given the authority to proceed which is required by the system of working, and must be fixed outside all connections on the line to which it refers <i>in all cases in which exceptions are not allowed by approved special instructions</i>
No. 22	When semaphore signals are not in use the arms must remain fixed in the "on" position, and must be distinguished by having two cross bars on them, thus,—	When semaphore signals are not in use the arms must remain fixed in the "on" position and must be distinguished by having two crossed bars on them, <i>each bar being not less than 3'-6" long and 4" wide, thus,—</i>
No 110	Obstructing the line outside the facing point in the direction of an approaching train whether a Shunting Board or Advanced Starter is provided or not shall be permitted only under special instructions which take into consideration the speed, weight and brake power of trains, gradients, the position of the Outer signal and the distance from which that signal can be seen by the Driver of an approaching train	<i>Obstructing the line outside the facing points in the direction of an approaching train shall only be permitted when a Shunting Board or an Advanced Starter is provided in accordance with rule 44 (c) and under special instructions which take into consideration the speed, weight and brake power of trains, the gradients, the position of the Outer signal and the distance from which that signal can be seen by the Driver of an approaching train</i>
No. 111	If the special instructions referred to in rule 110 are obeyed and if the necessary signals are kept "on," shunting may be carried on continuously either (a) between the Shunting Boards or Advanced Starters <i>(if any)</i> or (b) between the Home signals if there are no Shunting Boards or Advanced Starters , (c) between the outermost facing points, if there are no Home or Starting signals or Shunting Boards	If the special instructions referred to in rule 110 are obeyed and if the necessary signals are kept "on," shunting may be carried on continuously either (a) between the Shunting Boards or Advanced Starters or (b) between the Home signals if there are no Shunting Boards or Advanced Starters , (c) between the outermost facing points, if there are no Home or Starting signals or Shunting Boards.

Resolution 131.

The proposal was put to the vote and CARRIED *nem. con.*

Design of Station Yards

176 Mr Egerton, (Oudh and Rohilkhand Railway), then presented the report of the Sub-Committee appointed under Resolution 23, Appendix R. It was proposed by Mr Egerton, (Oudh and Rohilkhand Railway), and seconded by Mr Hanson, (Bombay, Baroda and Central India Railway), that—

The report of the Sub-Committee be recorded. It is recognised that each administration should be free to select any design most suitable to its own requirements Proposal 132

The proposal was put to the vote and CARRIED *nem con*

Resolution 132.

New Regulations

177 It was proposed by Mr. Manson, (Bengal-Nagpur Railway), and seconded by Mr Priestley, (South Indian Railway), that— Proposal 133.

The following Resolutions of this Conference, namely, Nos 18, 25, 58, 68, 76, 93, 94, 101, 106, 108, 109, 110, 111, 112, 114, 123, 124, and 125, be incorporated in the Regulations of the Association with effect from the 1st January 1909,

and that the following resolutions, viz ,

Nos 2, 6, 13, and 134 be printed as Standing Resolutions of the Conference Association a

The proposal was put to the vote and CARRIED unanimously

Resolution 133

THE PRESIDENT

178 GENTLEMEN,—The meeting of the Conference Association is gradually dispersing, and I should like, following the precedent of last year, to make a few remarks before closing our meeting to-day

During this Conference I have had the great advantage of the presence of Mr Manson, my immediate predecessor as President of the Association, and of Mr. Rickards, who was President two years ago. Mr Manson has assisted me with his advice throughout the meeting, and has been prominent as Chairman of Sub-Committee No 1, while Mr Rickards in addition to general help, has given special attention to an important confidential question and has enabled us to dispose of it I hope satisfactorily

I do not think that anybody, looking back at the proceedings of the Conference, will fail to note the large amount of work done, especially by Committees. In addition to the three, as I may call them, ordinary Sub-Committees, we have had no less than 8 Committees on special subjects, not to mention small Committees on confidential questions. In these Committees I must specially mention the Locomotive and Carriage Superintendents' Committee under the presidency of Mr S J Sarjant, the Tariff Simplification Committee under the presidency of Mr Lightfoot, the work of which Committee has already been spoken of at our meetings in terms of the highest appreciation and the Monthly Station Accounts Committee presided over by Mr Shaw. I have stated that Mr Manson presided over ordinary Sub-Committee No 1, Mr Clark of the same Railway was Chairman of the Sub Committee No 2, and Mr Wright of Sub-Committee No 3. We owe our best thanks to the Chairmen of all the Committees, ordinary and special, and to the Secretaries for the thorough manner in which the questions placed before the Committee were dealt with and for the careful way in which they were put before the Conference Association as a body

It will, I feel certain, be in accordance with the wishes of the Association that I should place on record our special indebtedness to the Tariff Simplification Committee for their excellent report and the draft tariff which as Railways parties to the Association we have now to consider. It will probably be the general opinion that the work of this Conference has been too severe

and incessant. In addition to the ordinary morning meetings of the Conference, many Sub-Committees have sat to late hours in the afternoon and have also frequently had meetings in the early morning. The tax on gentlemen who have been members of more than one Committee has been specially severe, and I suggest that in order to avoid congestion of work in future, it will be necessary to devise some method by which the work will be disposed of by reference to the Standing Committee under Rule 4, Chapter 3, Section 1. At present this Rule has fallen into practical disuse, and it seems to me that it will be necessary to draw up a procedure under which the work of future Conferences will be lessened by the previous disposal of a number of questions such as have been deferred for consideration during our present meeting.

Our Secretary, Mr D Ross-Johnson, has indeed been a busy man during our meetings, but he has to a marked degree kept pace with the work of the Association and its many Committees, and has always been most ready, and willing, to attend to any special necessity which has arisen.

In conclusion, I beg to thank you for the courtesy shown to me while presiding over our meetings.

MR RICKARDS then proposed a vote of thanks to the President for the labour and trouble he had taken at this Conference. The number of subjects had been very large and there was no doubt that throughout the Conference, he had a great deal to do in connection with it. The bulk of the Agenda showed what a large amount of work had been entailed.

MR BURT had great pleasure in seconding the vote of thanks and in the name of the Conference told Mr Dring how grateful all the members were to him for the consideration and courtesy which had been invariably extended to them.

MR PRIESTLEY then proposed a vote of thanks to the Secretary. All present had been witness to his excellent work. The daily proceedings had been up to time and he did not think anybody had had reason to complain of arrears or omissions.

MR MANSON had great pleasure in seconding the proposal.

Standing Resolution.

Proposal 134.

179. With a view to confine the work at future sessions of the Conference to the discussion of the more important subjects it was proposed by Mr Manson, (Bengal-Nagpur Railway), seconded by Mr Rickards, (Great Indian Peninsula Railway), that the following addition be made to paragraph 4, page 1, Section I, Chapter III of the Rules and Regulations.

The President shall decide, on a reference from the Secretary in each case, whether a subject shall be referred under this rule to the Standing Committee for decision or entered for discussion at the next meeting of the Association or whether the case is one for arbitration.

Resolution 134

The proposal was put to the vote and CARRIED unanimously.

Conference, 1909

Resolution 135.

180. In accordance with Resolution 8 of 1903, the President asked the delegates to decide on the date and place for the next meeting of the Association. It was unanimously decided that the next Conference should be held at Simla on Monday, the 20th September 1909.

The Conference, though formally closed, adjourned to Friday, the 9th instant, at 11 A.M.

Proceedings, Friday, the 9th October 1908

Messrs Burt, Pearce and Wright were absent, Mr Pigott represented the Bombay, Baroda and Central India Railway, Mr Jacobson represented the North-Western Railway. Otherwise the delegates present were as on the previous day.

The proceedings of Thursday, the 8th October 1908, were read and confirmed.

Standing Resolution

181 It was proposed by Mr Manson, (Bengal-Nagpur Railway), seconded Proposal 136. by Mr Priestley, (South Indian Railway), that—

Resolution 91 on page 93 of the Proceedings of 1907 should be recorded Resolution 136. as a standing resolution in Chapter III, on page 8 of the Rules and Regulations.

The proposal was put to the vote and CARRIED unanimously

The Resolution No 91 above referred to runs as follows —that—

The Locomotive and Carriage and Wagon Committee be affiliated with the Indian Railway Conference Association, and that the President of the Locomotive and Carriage and Wagon Committee after preparation of the Agenda for a coming meeting forward them to the Secretary, Indian Railway Conference Association, stating the date proposed for the meeting The President of the Indian Railway Conference Association will then formally convene the meeting, through the Agents or Managers of the several Railways, and the Proceedings of the meeting of the Locomotive and Carriage and Wagon Superintendents will be forwarded to the Secretary of the Indian Railway Conference Association for necessary action.

Renard Train.

182 With reference to the remarks printed on page 64 of the Proceedings of 1907 Conference regarding the demonstrations of the Renard Train, the receipt was reported of a letter from the Agents stating for the information of the Conference that the first Renard Train had now arrived in Calcutta and demonstrations of its running would be made for two or three weeks on and after the 12th instant

The Proceedings of this meeting were then read and confirmed

183 The President then finally closed the Session of the Indian Railway Conference Association of October 1908, and directed that the Proceedings should be printed and circulated.

D ROSS-JOHNSON,

Secretary

W A. DRING,

President.

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APPENDIX A.

(See Resolutions Nos 9 and 10.)

Note by the Agent, Bengal and North-Western Railway, on the proposed revision of Conference Regulation No 15, Subject No. 3.

The question of the rates of hire of goods stock working on foreign Railways has occupied a good deal of our attention since the new system was introduced in 1899. There is no doubt that one of the primary inducements to the substitution of a time for a mileage basis for calculating payments was the expeditious movement of rolling stock. The comparative statements printed in the Conference Proceedings of 1907 of which a condensed abstract has been circulated among the delegates clearly establish the fact recorded in the Report of the Sub-Committee of the Conference of 1904, which was accepted by a majority of 65 votes to 21, that the much desired expedition in the return of goods stock had not been attained and that the rates for hire should be altered so as to secure this object. Unfortunately the main trunk lines having access to the Ports, whose payments for interchanged stock exceed as a rule receipts therefrom, have opposed any alteration in the present rates but it is hoped that at this Conference a wider, and if I may say a more equitable, view will be taken by these delegates in regard to this important question.

At the last Conference, what seems to me a very moderate proposal, was made namely to increase the rate of hire by 25 per cent but was lost through the influence of the lines already referred to, supported by the Burma and Assam-Bengal Railways who at present are not interested in the matter. One of the delegates who opposed the revision—the Agent of the East Indian Railway—urged as an argument in favour of the existing rates that they yielded a return at the rate of 22 per cent per annum on the capital cost of the stock. He also quoted American practice on which I note a good deal of stress has been laid in the Agenda before the present Conference. Now gentlemen, I submit that there is a great misconception in this line of argument. It is possible that the hire rates now charged if regularly earned for a whole year would be lucrative to a wagon Company, but a Railway is on a totally different footing to a wagon Company as it provides wagons for its own use rather than for hire. Our wagons are our stock in trade by which we must earn interest not only on our stock but on our total capital, and pay our working expenses. Our working expenses are not affected by the absence of our stock but our business when traffic is brisk is seriously crippled if the balance of interchange is against us. What we have to consider is what our wagons must earn to cover our working expenses and secure our dividends.

The following are the average daily receipts during the year 1907 for goods vehicles based upon goods earnings of some of the principal lines affected —

5' 6"	{ East Indian Railway ...	...	Rs. 7'00 per diem
	{ Great Indian Peninsula Railway	...	10 05 do
	{ Madras Railway .	...	6 46 do
	{ Bombay, Baroda and Central India Railway ...	...	7 88 do
5' 3 1/2"	{ Rajputana-Malwa Railway .	...	5 93 do.
	{ Bengal and North-Western Railway	...	3 93 do
	{ Eastern Bengal State Railway ...	...	3 47 do.

These figures, in support of which I have handed a statement to the Secretary to the Conference, show what the average daily earning powers of our wagons are, and in face of them I utterly fail to see how payments of something not much over Rs 2—in the case of Broad gauge vehicles and about Re. 1—in the case of metre gauge vehicles can be considered reasonable. Such rates are only about one-fourth the average earning power of the vehicles.

It should also be borne in mind that the average earnings of wagons I have quoted for the above Railways are based on their total goods stock including wagons laid by for repair and slack traffic and that the payments arrived at are the average rates of hire granted for the time of absence only when the wagons are in use.

As some criterion of what the value of stock is we may consider at what rates we can borrow stock from one another in the slack season. Our friends the Eastern Bengal State have entered into an arrangement with us under which in the slack season we lend metre gauge wagons to each other at the rate of Rs 1-4-0 per wagon per diem. During the busy season our stock is of far greater value.

I therefore trust the present Conference will support me in our present proposal that the rates for hire of goods stock shall be increased by 25 per cent. There can be little doubt that the enhancement of rates would materially affect the prompt return of wagons.

Statistics from Administration Report on Railways for the year 1907

Railway	Receipts from Goods traffic (in thousands)	Total goods vehicles	Receipts per goods vehicle per annum	Receipts per goods vehicle per diem
	Rs		Rs	Rs
5'6" { East Indian Railway	5,52,93	20,712	2,665	7 00
Great Indian Peninsula Railway	4,73,61	12,905	3,670	10 05
Madras Railway ...	1,27,33	5,399	2,358	6 46
Bombay, Baroda and Central India Railway	1,52,51	5,300	2,877	7 88
5'3" { Rajputana-Malwa Railway ..	1,73,68	8,019	2,166	5 93
Bengal and North Western Rail- way	91,88	6,392	1,437	3 93
Eastern Bengal State Railway	49,51	3,908	1,267	3 47
Rohilkhand and Kumaon Railway	14,06	1,452	968	2 65

E. A. NEVILLE,
Agent,

Bengal and North-Western Railway.

22nd September 1908.

RAILWAY.		Wagon travelling on outward journey	RECEIPTS						PAYMENTS					
			(a)		(b)		(c)		(d)		(e)		(f)	
			Average absence in days of 24 hours per wagon per 1,000 miles of distance $\frac{I(d)}{I(f)}$	Percentage of gain or loss in time under new system as brought out by column (a)	Average charge per wagon-day $\frac{II(f)}{I(d)}$	Percentage of gain or loss in average charge per wagon day under new system as brought out by column (c)	Average absence in days of 24 hours per wagon per 1,000 miles of distance $\frac{I(d)}{I(f)}$	Percentage of gain or loss in time under new system as brought out by column (a)	Average charge per wagon-day $\frac{II(f)}{I(d)}$	Percentage of gain or loss in average charge per wagon day under new system as brought out by column (e)				
		1899 Old system	1906 New system	Gain	Loss	1899 Old system	1906 New system	Gain	Loss	1899 Old system	1906 New system	Gain	Loss	
		Days	Days	Per cent	Per cent	Rs	Rs	Per cent	Per cent	For cent.	For cent.	Per cent	Per cent	
BROAD GAUGE														
Bombay, Baroda and Central India	{	Under 100 miles	22 00	24 80	12 73	0 58	5 45	41 61	0 03	17 75	0 50	32 84	19 05	
		100 miles and over	7 00	8 25	18 00	1 88	3 22	24 10	17 75	2 25	27 97	2 25	42	
Bombay, Baroda and Central India	{	Under 100 miles	14 79	17 70	15 42	1 23	"	8 21	3 65	1 15	0 83	27 97	42	
Bombay, Baroda and Central India	{	100 miles and over	7 18	8 91	19 69	2 11	"	24 10	1 15	1 15	0 83	27 97	42	
Bombay, Baroda and Central India	{	Under 100 miles	101 55	64 10	36 88	0 36	311 11	38 51	1 63	23 88	0 62	10 14	10 14	
Bombay, Baroda and Central India	{	100 miles and over	8 79	12 06	"	1 77	"	11 62	23 88	23 88	1 57	6 00	6 00	
Bombay, Baroda and Central India	{	Under 100 miles	21	26	23 81	0 63	24 56	23 17	5 88	5 88	1 21	17 77	17 77	
Bombay, Baroda and Central India	{	100 miles and over	6	8	33 33	0 92	"	37 24	1 21	1 21	1 85	17 77	17 77	
Bombay, Baroda and Central India	{	Under 100 miles	21	23	9 52	0 71	"	15 86	10 00	10 00	0 93	45 93	45 93	
Bombay, Baroda and Central India	{	100 miles and over	7	7	"	1 75	"	15 86	33 33	33 33	1 81	40 26	40 26	
Bombay, Baroda and Central India	{	Under 100 miles	11 24	20 29	80 51	0 75	"	60 32	16 52	16 52	1 54	29 22	29 22	
Bombay, Baroda and Central India	{	100 miles and over	6 82	8 21	20 38	2 05	"	24 36	9 33	9 33	1 94	50 10	50 10	
Bombay, Baroda and Central India	{	Under 100 miles	7	17	1 43	0 88	"	41	20	20	1 08	48	48	
Bombay, Baroda and Central India	{	100 miles and over	6	8	33	1 39	"	45	20	20	2 68	1 39	1 39	
Bombay, Baroda and Central India	{	Under 100 miles	13	15 92	25 5	1 74	155 88	26 00	64 23	64 23	1 01	46 53	46 53	
Bombay, Baroda and Central India	{	100 miles and over	6	7 53	7 53	2 02	"	26 00	39 83	39 83	1 94	12 37	12 37	
Bombay, Baroda and Central India	{	Under 100 miles	13	18	50 00	0 85	"	13 25	14 85	14 85	0 87	23 00	23 00	
Bombay, Baroda and Central India	{	100 miles and over	9	8	11 11	1 34	"	36 20	42 85	42 85	2 58	20 16	20 16	
Bombay, Baroda and Central India	{	Under 100 miles	16 00	10 5	34 38	0 71	30 00	11 25	18 18	18 18	0 54	28 29	28 29	
Bombay, Baroda and Central India	{	100 miles and over	9 00	9 2	2 22	1 17	"	11 25	17 28	17 28	1 52	28 29	28 29	
Figures for 1897 not available														
Figures for the year 1899 not submitted														
" "														

APPENDIX B

(See Resolutions Nos. 8 and 22)

Proceedings of Sub-Committee appointed to report what further means can be adopted to secure the safety of passengers travelling in trains.

CHAIRMAN.

MR W A. DRING . *East Indian Railway.*

MEMBERS

MR H P. BURT ... *North-Western Railway.*

MR J MANSON ... *Bengal-Nagpur Railway*

MR N PRIESTLEY ... *South Indian Railway*

MR A MUIRHEAD ... *Great Indian Peninsula Railway.*

MR S J SARJANT ... *Do do , Chairman, Loco and Carriage Superintendents' Committee*

Thursday, 24th September 1908.

The Chairman read the attached letter being the accompaniment to Circular letter No 1321-A, dated 20th December 1907, from the Secretary of the Indian Railway Conference Association.

It was unanimously decided to recommend the adoption of the following measures, with special reference to Mail Trains —

- (1) *Means of Communication between Passengers, Guards and Drivers should be fitted to Coaching Stock at the earliest possible date*

NOTE — *This emphasizes the instructions already issued by the Railway Board. A number of carriages have already been fitted, and work on the remainder is being rapidly pushed forward.*

- (2) *When the Means of Communication have been fitted continuous Footboards and horizontal Handrails should be removed from first and second class stock, and the horizontal Handrails from all other classes.*

NOTE — *It must be recognised, however, that in making this change, risk is incurred of accidents in times of crush through passengers falling between the vehicles and the platform. Nevertheless, as the removal of continuous Footboards and horizontal Handrails reduces the danger arising from the passage of unauthorized persons from carriage to carriage, while a train is in motion, it is recommended for adoption.*

- (3) *All Lavatory Windows should be fitted with Bars, or otherwise designed to prevent ingress.*

- (4) *The exhibition in all carriages fitted with the Means of Communication, of the following notice, identical with that in use on English Railways, which has been recommended for adoption by the Committee of Locomotive and Carriage Superintendents at their 1908 meeting —*

ALARM SIGNAL.
TO STOP TRAIN—PULL CHAIN.
PENALTY FOR IMPROPER USE—Rs. 50.

NOTE — *The efficiency of the Alarm Signal, and the payment of prompt attention to it by the Guard and Driver, to be periodically tested by the Railway Staff*

- (5) *Metallic Shutters on the "Lugy Tongs" principle, or some other efficient arrangement which will enable passengers to prevent ingress through windows should be fitted to windows in first and second class carriages*
- (6) *Bolts, which can be operated by passengers, but capable of being unlocked by a special key in possession of the train Staff, to be fitted to the inside of all first and second class carriage doors*
- (7) *Ladies travelling alone to be permitted at night to take into their compartment one servant holding a lower class ticket*
- (8) *During night running a train servant to accompany the train charged with the special duty of attending to the wants of passengers*

The Committee bring to notice that —

- (a) *At the 1907 Conference the extreme desirability was pointed out of punishment for crimes of theft or outrage on passengers in trains being made deterrent. They regret that cases have since occurred where Magistrates have inflicted punishments inadequate to the offences*
- (b) *The provision of corridor trains would not afford greater protection from theft or outrage, than will result from the adoption of the precautions noted above*
- (c) *Certain of these recommendations are not necessary for lower class carriages in which passengers afford mutual protection owing to the numbers travelling together in the same compartment.*

Accompaniment to Circular letter No 1321-A, dated 20th December 1907, from the Secretary of the Indian Railway Conference Association

Copy of letter No. 1189, of 3rd October 1907, from the Secretary, Indian Railway Conference Association, to the Secretary, Bengal Chamber of Commerce

Mr W A Dring, Agent of the East Indian Railway and member of the Committee of the Bengal Chamber of Commerce, laid before the Indian Railway Conference Association assembled in session at Simla on the 30th of September telegrams which he had received from the Bengal Chamber of Commerce regarding the apparently increasing number of assaults on Europeans on Indian Railways and suggested that the matter should be laid before the Conference Association with a view of promoting such concerted action on the part of Railway Administrations as might be calculated to put an end to such crime. It was also pointed out from your telegram of the 27th September that the recent cases which were prominently under the consideration of the Chamber were the case of Messrs Crabbe, Chandpur Mail, Blane, Calcutta, Peshawar Mail, Lazarus, Dinajpur, and Coates, Darjeeling Mail, besides numerous attempted robberies.

2 I am directed to inform you that the matter was very fully discussed in Committee of the Conference, and several members pointed out that some of the cases, especially that at Dinajpur, were such as Railway Companies could not have prevented, but were solely for Police action. It was suggested by some of the delegates that the absence of continuous foot-boards might prevent thieves moving along a train so as to get access to 1st and 2nd class carriages. The objection to the removal of the continuous foot-boards is that their absence is liable to become a source of danger to passengers who may be alighting or entering a train, and that accidents might occur by passengers falling between the train and the platform. Continuous foot-boards are at present essential under the orders of the Government for carriages not provided with through internal communication, and an order of Government will be necessary to admit of foot-boards being made non-continuous.

3 A proposal was made that the windows should have a bar across them so as to prevent ingress to the carriage through the windows. This would no doubt be very effectual but, as against the suggestion, it was pointed out that the presence of bars became a source of greatly increased danger in case of an accident, and one instance was quoted in which the life of an officer was only saved through his being able to get out of the window and so escape from the carriage, which was burnt out in a very few minutes through it catching fire immediately after an accident. The Conference therefore reluctantly considered that to put bars on the windows might, while placing an effective obstacle to the ingress of thieves, introduce an even graver danger to the lives of passengers in cases of accident.

4 A suggestion was made for locking the carriage doors and windows from the inside, but it is essential that a Guard should have the means of opening such doors from outside, and even if a special key were provided to open all doors, it was recognised that such a number of them would be required as each Guard must have one, that it would be almost impossible to ensure that professional thieves would not be able to obtain one, or to make a duplicate. There were objections to this proposal.

5 After a very full discussion, it was generally recognised that one of the most effective means of preventing crime in Railway carriages was the provision of a readily accessible means of communication between passengers and the Train staff, whereby the attention of the Guard and Driver could be promptly called and steps taken to stop the train.

6 Several of the delegates referred to the advisability of the punishment for such crimes being made deterrent and of thefts from passengers from

a running railway train being treated in the same way as breaking into a house with intent to commit a burglary and of the maximum penalty being always inflicted

7 It was generally considered that it was by the efforts of the Police Department and the infliction of severe punishment that effectual steps could be taken to minimise this class of crime

8 The following resolution was finally unanimously adopted —

"That the Conference considers that the danger brought to notice relates more to Law and Order than to Railway administration, it recognises the necessity for providing an effective and readily accessible means of communication between passengers and the Guard and the Driver, a matter which is already receiving the attention of all Railway administrations. The Conference further thinks that permission should be accorded to the Railways that desire to do so to introduce interrupted instead of continuous foot-boards and hand-rails."

APPENDIX C.

(See Resolution No. 25)

Rules of the Locomotive and Carriage Superintendents' Committee of the Indian Railway Conference Association.*Extract from the Proceedings of the Locomotive and Carriage Superintendents' Committee, September 1908.*

Resolution 8—*That the Rules as revised and recorded in the following statement, together with the two Resolutions on Rules 2 and 3 respectively, be forwarded to the Indian Railway Conference Association for their confirmation.*

Mr Blagrove seconded the proposal

Carried *nem. con.* by a show of hands.

Resolution 8—The Resolutions on Rules 2 and 3 referred to above are as follows —

Resolution A.

"That the Secretary be empowered to write to the Indian Railway Conference Association to secure certain well-known technical publications such as —

1. *The Proceedings of the Institution of Mechanical Engineers*
2. *The Proceedings of the Institution of Civil Engineers*
3. *The Proceedings of the Institution of Electrical Engineers*
4. *The Proceedings of the M. C. B. Association*
5. *The Engineer.*
6. *Locomotive Engineering*
7. *The Railway Gazette.*
8. *The Railway Engineer.*
9. *The Bulletins of the International Railway Congress.*

Resolution B.

That as the Indian Railway Conference Association rules for voting do not lend themselves in the case of Locomotive and Carriage matters, the former Locomotive and Carriage Committee rules for voting based on the number of axles, be retained"

Rules of the Locomotive and Carriage Superintendents' Committee of the Indian Railway Conference Association.

1. The Committee shall be called "The Locomotive and Carriage Superintendents' Committee of the Indian Railway Conference Association," and its Proceedings shall be governed by the Rules for the conduct of business printed in Chapter III, section 11 of the Regulations of the Association

2. The function of this Committee shall be to discuss matters, which may be proposed by the Members themselves, or be referred to them by the Association, relating to—

(a) The running and examination of Rolling Stock on Trains.

(b) The mechanical improvements of Locomotive, Carriage and Wagon Stock, the design, construction, running and repair of the same and the standards to be adopted

(c) To arrange for such experiments as may appear desirable, to publish papers of Professional interest, and generally to consider and report on technical

and administrative matters or questions of financial economy connected with Rolling Stock, Workshops, Station Machinery, etc

3. The Chief Locomotive and Chief Carriage Officer of every Railway in India represented in the Association, shall be *ex-officio*, a Member of the Committee. In the event of a member being unable to attend a meeting he may depute one of his officers to attend in his place. Voting will be in accordance with paragraph 13 of the rules for the conduct of business of the Indian Railway Conference Association, and as laid down under section 7, clauses (a) to (e) inclusive, of the Bye laws printed on page 16 of the General Proceedings, Volume VI, of the Committee of Locomotive and Carriage Superintendents

4. The Chairman and Deputy Chairman shall be elected by the Members, shall hold office for the official year, and shall be eligible for re-election. In cases of absence of both Chairman and Deputy Chairman the members present shall elect a Chairman *pro tempore*

5. The Chairman shall appoint a competent person as Secretary to the Committee, preferably one of his own Assistants. The Secretary will be paid an allowance of Rs 100 per mensem during the period he conducts, under the orders of the Chairman, the management of the general business of the Committee

6. All expenditure incurred in connection with the Committee shall be charged against the Indian Railway Conference Association.

7. An estimate of anticipated expenditure for the coming calendar year shall be submitted by the Chairman to the Secretary of the Indian Railway Conference Association not later than the 31st August of each year, for inclusion in the budget estimate of expenditure of the Association to be considered and passed at the September meeting

8. There shall be an annual meeting of the Committee, the date and place of meeting to be fixed from time to time by the President of the Association to whom the list of subjects for discussion will be submitted. Notice of the same, together with the Agenda, shall be sent to the Members of the Committee through the Agents and Managers of their respective Railways, at least one month before the date of the meeting

9. (a) Immediately after a general meeting the Secretary of the Committee shall take steps to have the proceedings printed and issued to Members for confirmation with the least practicable delay, after which they shall be forwarded to the Secretary of the Indian Railway Conference Association for such further action as may be deemed necessary

(b) A member wishing to bring up subjects for discussion at the meeting must give full information concerning the subject or subjects he desires to bring forward in time for inclusion in the Official Agenda.

(c) Members may, if time permits, at the discretion of the Chairman, bring forward subjects, for informal discussion, received too late for official sanction

10. (a) The Proceedings of the Committee shall be printed on paper of a convenient size, and shall be arranged in five parts, each distinct and complete in itself, *viz* —

- i General Proceedings—Containing a record of the resolutions adopted on subjects connected with the constitution of the Committee arrangements for works and miscellaneous or personal matters
- ii Business transacted—Containing a record of resolutions adopted by the Committee on subjects brought forward for consideration or opinion
- iii Notes and Correspondence—Containing miscellaneous memoranda and correspondence referred to in the Proceedings, or connected with subjects brought forward for consideration
- iv Selected papers—Containing papers of professional interest of importance either contributed by the Members or reprinted or compiled from other sources, not generally accessible.

v Plates—Containing illustrations connected with any of the foregoing subjects

The five parts to be bound up in one volume in a style similar to the volumes already issued.

(b) A general index of the volumes shall also be brought up to date periodically and published in paper covers

11. The Secretary shall, as early as possible each year, publish a General Directory and Railways list corrected up to the forenoon of the 1st of January giving a list of Officers on the Committee, the names and addresses of all Locomotive and Carriage Officers connected with those Railways represented in the Indian Railway Conference Association, also statements showing for each of the above Railways, its length in miles, amount of stock, the names and service of officers and other information.

12 The copies of the Proceedings and the Index shall be issued in accordance with instructions to be laid down from time to time by the Indian Railway Conference Association

13 The Committee are empowered to make such Bye-laws for the conduct of the business as may from time to time appear desirable. These Bye-laws shall be brought up to date periodically and printed

14 No decision recorded by the Committee shall take effect until it has been confirmed by the Indian Railway Conference Association in accordance with its fundamental rules

Extract from the Bye-Laws of the Committee of Locomotive and Carriage Superintendents.

SECTION 7.

Vote on Professional Subjects

(a) On questions having reference to professional subjects, the votes allotted to each railway shall depend on the amount of its stock for each gauge separately as follows —

Two votes for any number of axles not exceeding 5,000

Three votes for any number of axles exceeding 5,000, but not exceeding 10,000

One vote for each 10,000 axles, or part thereof, over and above 10,000, subject to a limit of eight votes for any one railway.

(b) The word 'axles' shall mean axles belonging to coaching or goods stock in India, either running, under repair, or in course of construction. Spare axles are not to be reckoned. One locomotive is to be considered as equivalent to fifty axles. The stock of any railway for each gauge shall include the stock belonging to a line of that gauge worked by, or having its Locomotive or Carriage Department administered by the Superintendent of, that railway.

(c) The number of votes allotted to a railway, at an ordinary meeting, shall be reckoned on the amount of stock in India on the first day of October immediately preceding such meeting. In the case of a special meeting, the votes shall be reckoned on the stock in India on the first day of the quarter in which the meeting is held.

(d) Where there are two representatives of the same railway—owing to there being a separate officer in charge of its Carriage and Wagon Department—the two members representing that railway shall settle between themselves upon what subject each shall vote, or in what way they shall divide the votes, so that the votes for that railway may not be counted twice over.

(e) Subject to the restriction that the full number of votes for any railway may only be used once, each member shall be at liberty to record his opinion on any question that may arise, even though such question may not affect railways on the gauge of the line represented by such member, but he shall not have a vote on any subject in which the gauge of the line he represents is not interested.

APPENDIX D

(See Resolutions Nos 27 and 28)

Rules for the use of the automatic Vacuum Brake on Trains

- 1 As the conditions such as the grades, curves, etc , vary so much on different lines, and also on different sections of the same lines, the proportion of piped to braked vehicles on fast passenger trains equipped with the automatic vacuum brake should be fixed by each railway administration for its own system, with the approval of the Government Inspector of the Circle
- 2 The automatic vacuum brake may be used on mixed trains, provided all the vehicles are coupled with screw couplings, but unpiped vehicles should be attached in rear of the vacuum braked and piped vehicles, the proportion of braked to unbraked vehicles and the number of hand braked vehicles necessary to control a run down in case a train parted in ascending a grade, to be fixed for each line, or each section of such line by its own Administration, subject to the approval of the Government Inspector of the Circle
- 3 *Description—*
 The automatic vacuum brake is continuous throughout the train, each fitted vehicle carrying its own brake apparatus, which is connected by a branch pipe to the train pipe
 The gauges on the engine and in the Guards' vans indicate the power available for stopping the train, and should show not less than 18 inches or more than 20 inches of vacuum when the train is running
- 4 *How applied and taken off—*
 - (a) The brake is applied by the Engine Driver admitting air into the train pipe
 - (b) The brake is taken off by closing the Engine air valve, and restoring the vacuum to the same amount as existed before the brake was applied
 - (c) For ordinary stops the brake must be applied steadily by opening the air valve gradually and destroying from 5 to 10 inches of vacuum
 - (d) In an emergency, the brake may be applied from the engine or from the brake-vans by pressing down the brake valve lever to the full extent until the needle of the gauge falls to zero The brake is then fully applied throughout the train and on the engine
 - (e) Should a train become accidentally divided, the hose pipe couplings will be disconnected and the brake will be applied automatically on each portion of the train
 - (f) The automatic vacuum brake can be released on any vehicle by pulling the ball valve release wire, which must be held until the brake comes fully off. The release wire must never be fastened over.
5. *Starting—*
 - (a) The hose pipe couplings between the engine and train and between each vehicle must be properly connected, the pipe at the rear must be put carefully on the dummy plug.
 - (b) When the hose pipe couplings have been connected, the Engine Driver must create the required vacuum and maintain it throughout the journey.

- (c) The Head Guard, before giving the signal to start, must see that 18" of vacuum is registered in his van, otherwise he must inform the Driver. Should the Driver, from any cause, not be able to create 15" of vacuum, the train must be worked with the hand brakes.
- (d) The Engine Driver must accept the signal to start given by the Head Guard not only as an order to proceed, but as an assurance that the automatic vacuum brake is in proper order and that the gauge in the rear-van indicates the required vacuum.
- (e) Some vehicles are fitted with pipes only and not with the automatic vacuum brake apparatus. Care must be taken that the proportion of such unbraked vehicles does not exceed the proportion laid down for the section of railway over which the train is working. As far as possible two vehicles piped, but unbraked, should not be coupled together.
- (f) The Head Guard must, before starting, and also at places where the Engine is changed or any vehicle is attached or detached, inform the Engine Driver of the number of vehicles there are on the train and in the event of the brake not being in operation on the whole of them, upon how many it cannot be applied. The Engine Driver must not proceed until the Head Guard has given him this information.
- (g) The instructions contained in the preceding paragraph do not apply to suburban or other block trains running with the formation unaltered and the automatic vacuum brake complete. If, however, the formation is altered, or any vehicle is attached or detached, the Head Guard must inform the Engine Driver.
- (h) When the engine is attached to the train it is the duty of the Driver to see that the hose pipe coupling on the engine is properly connected to that on the train, and when the engine is detached it is his duty to see that the hose pipe couplings of the engine and front vehicles are placed on their respective dummy plugs.
- (i) The Driver must test the Engine automatic vacuum brake apparatus before leaving shed. Should there be any difficulty in creating and maintaining the required vacuum on coupling to the train, steps should be taken to locate and remedy the fault, failing which the defective vehicle should be detached or any other action taken that may be necessary.

6 *During journey—*

- (a) Drivers and Guards must screw their hand brakes clear "off" before starting.
- (b) Guards should not apply their hand brakes when in charge of trains on which the automatic vacuum brake is in operation, except in accordance with such instructions as may be issued by each Railway Administration for its own system.
- (c) Drivers will be guided in the use of their steam and hand brakes by the orders in force on their respective Railways.
- (d) If, during the journey the Head Guard finds that the gauge in his van shows less than the required vacuum (unless he is satisfied that such is caused by an application of the brake) he must be prepared to apply his hand brake if required, and advise the Driver of the defect at the next stopping station.
- (e) The Engine Driver and Head Guard must report to the Carriage and Wagon staff at the next Train Examining Station any irregularity in connection with the working of the automatic vacuum brake or defect in its action which may have occurred and the Head Guard must in addition note the particulars in his journal.

- (f) When vehicles have to be attached or detached, the vacuum in the train pipes must be destroyed by opening the air valve on the engine or in the nearest van, so that there may be no delay in uncoupling
- (g) In the case of failure of the automatic vacuum brake during the journey, if the defect cannot at once be remedied, the train must proceed cautiously to the next convenient station, where the defective vehicle can be detached or otherwise dealt with, the speed of the train being so regulated as to enable the Engine Driver to have full control of the train by the hand brakes. In all such cases the Guards must be on the alert, and assist in stopping the train with the hand brakes.
- (h) When two engines are attached to a train the Driver of the leading engine, unless instructed otherwise, will be held responsible for the working of the automatic vacuum brake, but the Driver of the second engine must, in case of need, assist in stopping or reducing the speed of the train by applying the automatic vacuum or hand brake as may be required

7. *Stopping—*

- (a) The automatic vacuum brake must be used for the ordinary stoppage of the train by the Engine Driver who must apply it gradually, and not suddenly, nor with full force, except in case of emergency
- (b) Before coming to a stand, the automatic vacuum brake must be slightly released to prevent a rebound of the carriages, or undue strain on the couplings
- (c) The working of the automatic vacuum brake by the Engine Driver will not relieve the Guards from any responsibility as to the braking of the train, Guards must therefore keep a good look-out and be prepared to apply the automatic vacuum or hand brake should necessity arise
- (d) In the case of a train becoming divided, the Guard in the rear van must put his hand-brake hard on, and secure it with the chain or strap, where provided. He must also take any other precaution that may be necessary to prevent the rear portion moving before going back to protect his train

8. *Passenger train stopping apparatus—*

- (a) Coaching vehicles are fitted with an apparatus enabling passengers in case of emergency to partially apply the automatic vacuum brake and so to attract the attention of the Driver and Guards
- (b) A passenger wishing to stop the train pulls either directly or by means of a handle, a chain which opens a small valve connected with the automatic vacuum brake which simultaneously attracts the attention of both Guards and Driver by decreasing the vacuum and thus partially applying the brake
- (c) In addition to opening the valve above referred to a disc or semaphore at the outside corner of each carriage is actuated and brought into view, thus locating the carriage from which the alarm has been given. The sagging of the chain or the altered position of the handle by which it is actuated will locate the point where the communication has been brought into use
- (d) On noticing that the automatic vacuum brake is being applied, the Driver must take immediate measures to bring the train to a stand, clear if possible of tunnels or bridges.

NOTE—It is most essential that this rule should be scrupulously observed.

- (e) The disc or semaphore must be returned to its normal position by the Head Guard before the train is re-started.

9 *General—*

- (a) Hose pipe couplings must not be left hanging loose, but must be properly secured on the dummy plugs provided for the purpose
- (b) To couple the hose pipes they must be taken one in each hand and lifted sufficiently high to enable the bottom horns of the couplings to be hooked together, and then when lowered, the top lug of one coupling will fall into the slot of the other.
- (c) To uncouple the hose pipes they must be lifted straight up, when the lug at the top will come out of the slot and the couplings will separate
- (d) When connecting or disconnecting hose pipe couplings, the staff must be careful not to have in their hands, waste or any other substance which might be drawn into the pipes by suction
- (e) Care must be taken in uncoupling hose pipe couplings that the rubber washers are not displaced or lost
- (f) Shunting staff and others are cautioned that in passing between vehicles they must not step on the hose pipe couplings, or interfere with or damage them.
- (g) When automatic vacuum braked vehicles are placed in sidings, the brake must be released, and the vehicle kept from moving by the application of the hand brake if so fitted, or by sprags or chains if necessary
- (h) Guards and others concerned must take care that articles are not placed in Guards' vans in such a position as to come in contact with the lever of the automatic vacuum brake valve.

10 *Instruction of staff in use of continuous brakes—*

- (a) Inspectors in the Carriage and Wagon Department have been appointed to instruct the staff in the manipulation of the brake and its fittings, in addition to which, at all train examining stations, there are men specially appointed to look after the vacuum brake apparatus and any defect occurring in working must be pointed out to them by the Guards and Drivers immediately on arrival at any of those places

11 *Return of continuous brakes—*

- (a) For the purpose of the above, Head Guards must be careful to show in their journals and also on the statement handed to the Driver the description of brake in use, *viz* —

Automatic Vacuum Brake.

Hand-brake only.

- (b) In all cases where the use of the Automatic vacuum brake is displaced by the hand-brake or *vice versa* during the journey, the change and the station where it took place must be noted by the Head Guard in his journal and on the statement handed by him to the Driver
- (c) This instruction applies to all passenger trains whether ordinary, special, postal, or empty trains, and also to mixed trains, the latter are to be described in the Head Guards' journal and on the statement handed to the Driver in each case as mixed trains

12. *Working of the Automatic Vacuum Brake during frost—*

Notice to Locomotive Foremen and Drivers.

- (a) In order to prevent the accumulation of ice in the pipes of the automatic vacuum brake apparatus, Drivers are instructed that before leaving shed to work a train, both hose pipes must be removed from the dummy plugs and a good blow through given with the large ejector. This must also be done before leaving their engines in the shed when finishing work

- (b) Any frozen snow or ice with which the hose pipe couplings or plugs may have become coated, must be cleaned off before attempting to couple them, so that the rubber washers may meet properly and be air-tight.
- (c) Before starting a train, and also at the principal stations at which the train is timed to stop, a good blow through must be given with the large ejector, while the tail hose pipe of the rear vehicle of the train is off the dummy plug, so as to clear out any moisture that may have formed in the train pipe.
- (d) A man will be appointed belonging to the Locomotive Department to remove and replace the tail hose pipe. On arrival at a station where the train pipe is to be blown through Drivers must look out for the man told off for this duty, who, after removing the tail hose pipe, will signal to the Driver when to blow through, and who will replace the hose pipe on the dummy plug after the pipes have been cleared by the large ejector.
- (e) The Locomotive Foreman of each district must use his discretion when to appoint a man for this duty, being guided by the severity of the frost. He must also arrange, if necessary, for the automatic vacuum brake pipes between the engine and tender to be uncoupled while the engines are standing in the shed.
- (f) When a train has finished working and the vacuum is destroyed, the tail hose pipe must be at once placed upon the dummy plug, so as to prevent the accumulation of ice or snow upon it or upon the open end of the coupling.

13. *Responsibility of Staff—*

- (a) The working of the automatic vacuum brake by the Engine Driver will not relieve the Guards from any responsibility as to the braking of the train. Guards must therefore keep a good look-out and be prepared to apply the automatic vacuum or hand brake should necessity arise.
- (b) Engine Drivers must satisfy themselves that the automatic vacuum brake is in proper working order before starting and at each station where any vehicle is attached or detached. It must also be tested before descending steep inclines and before passing the distant signal of any terminus or other principal station at which the train has to stop and the speed of the train must be reduced by it. Engine Drivers must enter such stations or a dead-end at any station, at such a speed as to enable them to stop the train at the proper place by the application of the hand brake only, the Guards must watch the speed of the trains and assist the Engine Drivers by the use of their hand brakes when necessary.
- (c) Unless the automatic vacuum brake is working properly when thus tried the Engine Driver must whistle for the Guards' hand brakes, stop the train, and inform the Head Guard that the automatic vacuum brake is out of order, and that the hand brakes must be relied upon for working the train. Special care must then be taken in approaching stations at which the train has to stop.

APPENDIX E

(See Resolution No. 58)

Report of the Sub-Committee appointed under Resolution No. 78 of 1907 to draw up working rules for monthly Station Accounts

Proceedings of a Meeting of the Sub-Committee held in the East Indian Railway Offices, Calcutta, on the 27th January, 1908, and following days

Monday, 27th January, 1908

CHAIRMAN.

MR. J. SHAW ... *Southern Mahratta Railway.*

MEMBERS

MR. T. G. ACRES ... *Eastern Bengal State Railway*

MR. A. HYDE WOLLASTON... *Ditto ditto*

MR. G. F. GUY ... *B. B. & C. I. Railway*

MR. G. B. GOYDER ... *North-Western Railway.*

MR. C. COLLINS ... *East Indian Railway*

The following officers also attended —

MR. D. ROSS-JOHNSON ... *Secretary, Indian Railway Conference Association.*

MR. J. CALDWELL ... *East Indian Railway.*

MR. H. P. JUDGE ... *E. B. S. Railway.*

On the proposition of the Chairman, Mr. Collins was appointed Secretary.

After a preliminary general discussion the following main principles were agreed to in regard to which uniformity in procedure is necessary, and to carry out which the Subsidiary Regulations will require revision —

- (a) All through invoices for each month arriving at destination stations up to the 10th of the following month to be included in the accounts of the month to which they refer. To admit of this being done the goods balance sheets for the month will have to be kept open until the 10th of the next month.

In the same way, the coaching balance sheets shall be kept open for five days after the close of the month, to admit of all parcels way-bills being taken to account in the month of issue.

Under this system, it will be optional for a Railway either to defer the closing of the abstracts and summaries until the 10th of the next month in the case of goods, or the 5th in the case of parcels, or to

close them earlier, and to include the invoices and way-bills arriving subsequently in supplementary abstracts up to the time of closing the balance sheet

- (b) Division sheets for each calendar month to be submitted not later than the last day of the following month

Invoices in support of division sheets to be sent to the contiguous railway 5 days after the date of submission of the division sheets.

(These dates are fixed tentatively, and are subject to modification when the result of the working of the new system is known)

- (c) In regard to cross traffic, it is proposed that, with a view to avoid the labour and delay in settlement at present involved by each railway making out copies of division sheets and passing them on to the contiguous railway, and to admit of all traffic for a half-year being included in the accounts for that half-year, the railway which prepares the original division sheets shall make out one copy for each railway interested in the traffic, and on such copies each creditor railway shall raise a direct debit against the debtor railway, instead of as at present each railway adjusting with the contiguous railway

It was decided to record for action by the Secretary of the Conference that whilst the Weekly Approximate Return of Traffic will not be affected by the Monthly System of Station Accounts, it will not be possible to submit Weekly Audited Returns, as at present, and that the substitution of a monthly return will require the sanction of the Government of India, and the Boards of Companies' lines.

Tuesday, 28th January, 1908

The members present were the same as on the previous day with the exception of Mr Wollaston, Eastern Bengal State Railway, who was absent through illness

The proceedings of the previous day were considered and approved with certain alterations

Before proceedings with the revision of the Subsidiary Regulations Mr Acres desired to draw attention to the imperfect manner in which the regulations are being worked by many stations, especially in regard to extract or Junction invoices, and the Sub Committee decided to place on record their sense of the great importance of the rules being thoroughly carried out, as, unless this is done, satisfactory working is impossible

In this connection, at the suggestion of the Secretary, Railway Conference, letter No 935-R S, dated 4th December, 1907, from the Director-General of the Post Office of India, was read, in reply to the proposal put forward by the Sub-Committee during the sitting of the Conference at Simla in October 1907, that through invoices should be carried by the Post Office free. The Sub-Committee regret to find that the Post Office is not prepared to meet Railways in the manner suggested, and they consider that, as the question is one which largely concerns the Government as the owner of State Railways, and the predominant partner in Companies' lines, it is advisable to refer the matter for the decision of the Governor General in Council, whose sanction, the Director General of the Post Office of India states, would be necessary. Failing this, the Sub-Committee would draw attention to the proceedings of the Committee of Audit and Traffic Officers held in 1904, in the course of which, when Subsidiary Rule I was under consideration, it was suggested that a Postal Service, worked with special superintendence and staff, for the conveyance and interchange of railway letters, might be established

The revision of the Subsidiary Regulations was then taken up.

Wednesday, 29th January 1908.

The members present were the same as on the previous day, with the addition of Mr Murrhead, representing the Great Indian Peninsula Railway

The revision of the Subsidiary Regulations was continued. The alterations proposed are detailed below, and the present and proposed Regulations are printed in full as an Appendix :—

N B—These Subsidiary Regulations were further revised at the meeting in Simla on the 17th September 1908 and in the annexure to this Appendix they appear as finally submitted to the Conference by the Sub-Committee

REVISED SUBSIDIARY REGULATIONS.

5 Through goods invoices and parcels way-bills shall be stamped by the destination station with the station stamp, showing the date of receipt, and shall, as far as possible, be taken to account by destination stations in the month of issue. To admit of this being done the closing of each month's goods balance sheets shall be deferred until the 10th, and the coaching until the 5th, of the following month, when they must be closed whether the invoices or way-bills have come to hand or not

18 Monthly abstracts of forwarded through goods and parcels traffic shall be submitted by the Auditor of the forwarding railway to the Auditor of the terminal railway, or Steamer Company, within seven days of the close of the month to which they refer. Traffic *via* each junction must be posted in separate abstracts. In the case of goods traffic, each station to station transactions must be shown in a separate abstract

19 (a) The Audit office of the railway apportioning the traffic shall despatch monthly to the Audit offices of the railways concerned, not later than the last day of the following month, division sheets shewing in the manner prescribed in clauses (b) to (g) hereof, the proportions due to each railway, Steamer Company, etc., on account of foreign inwards goods and parcels traffic, and of foreign outwards passengers, luggage, horses, carriages and dogs, etc., traffic. The through goods inward invoices entered in the division sheets shall be despatched by the railway apportioning the traffic to the contiguous railway not later than 5 days after the despatch of the division sheets, and in the case of cross traffic the invoices shall be passed on to the next railway by each intermediate railway within 5 days of the date of receipt. Other documents such as parcels, way bills, overcharge sheets, etc., must accompany the division sheets to the contiguous railway, and any such documents relating to cross traffic must be passed on as prescribed in the case of cross traffic invoices

(g) Separate summaries of division sheets for (1) goods, (2) parcels, (3) passengers, and (4) luggage, horses, carriages, and dogs, etc., traffic, must be prepared and submitted monthly attached to the division sheets. In the summary of the division sheet of passenger traffic, the number of passengers, and the proportion of fares actually due to each railway concerned, shall be shown in classes. One balance will be struck for goods traffic, and one for the entire coaching traffic, for each railway

27 A monthly account current shewing the balance of through traffic according to the division sheets shall be submitted on the earliest possible date by each creditor railway to each debtor railway. The closing of the monthly account current shall not be delayed pending adjustment of any disputed charges apportioned in division sheets, or pending the receipt of supplementary division sheets, if not received within the prescribed time.

28 Through goods invoices, after being dealt with by all the railways concerned, are to be returned by the Auditor of the forwarding railway direct to the Auditor of the receiving railway for final record. If such invoices be required by any Auditor for reference, application should be made direct to the receiving railway, or to the railway in whose custody they are likely to be at the time. Through parcels way-bills should be retained by the issuing railway for final record.

29 (a) When a discrepancy not coming under Regulation 33 or Conference Regulation 45, is detected in a division sheet, the Auditor of the railway concerned shall forward a discrepancy memo. direct to the Auditor of the railway apportioning the traffic, who will adjust the same, if admitted, in an early division sheet

(b) Except in the instances quoted in clause (c) of this Regulation, original or certified copies of goods invoices and parcels way-bills, and original tickets, must accompany discrepancy memoranda. In the case of cross traffic in goods and parcels, the intermediate railway shall also forward the original documents with the discrepancy memoranda, substituting certified copies before passing the documents on to the next railway

(c) In the case of parcels way-bills, passenger, etc., tickets, and of goods invoices relating to single consignments, original documents are not required to be sent with the discrepancy memoranda when the discrepancies arise from either error in calculation or rate, not affected by any special conditions, such as risk, value, packing, etc.

30 Separate lists of outward through goods invoices and parcels way bills issued during one month, remaining unaccounted for in the Division sheets of the responsible railway for the following month, shall be sent by the Auditor of the issuing railway to the Auditor of the railway apportioning the traffic, who will enter against each invoice or way-bill the date on which it was or will be accounted for, and return the lists to the Auditor of the issuing railway within a month of receipt.

The chairman desired to draw attention to the increased responsibility which will devolve upon the Traffic Department when the Monthly System of Station Accounts comes into force

In this connection, on the motion of Mr Muirhead, the Sub-Committee discussed the question of placing under the Audit Department the appointment and control of the staff necessary for the compilation of the station accounts at large stations. The Sub Committee were unanimous in recognising the advantages of such a system and resolved to recommend it for favourable consideration by all railways. The cost of the staff should, as at present, be borne by the Traffic Department.

Thursday, 30th January, 1908.

The members present were the same as on the previous day, with the exception of Mr Muirhead, G. I. P. Railway, who was attending the meeting of the Railway Conference.

The proceedings of the previous day were read, and the Subsidiary Regulations as revised fully considered and approved with certain alterations.

Friday, 31st January, 1908.

The members present were the same as on the previous day with the exception of Mr Acres, E. B. S. Railway, who sent a letter regretting his inability to attend, Mr. Judge represented the E. B. S. Railway during the day's proceedings

A proof of the full proceedings of the four previous days was considered and approved, with certain minor alterations, and it was

RESOLVED—that the proceedings be printed and submitted to the Secretary of the Railway Conference, with the recommendation that they be circulated to all concerned for approval, and that the Monthly System of Station Accounts be introduced on all Railways on and from 1st July 1908.

C. COLLINS,
Secretary.

J. SHAW,
Chairman.

Letter No 415-R A, dated the 20th July 1908, from the Secretary, Railway Board, to the Secretary to the Indian Railway Conference Association

I am directed to acknowledge the receipt of your letter No 930, dated the 23rd June 1908, forwarding a copy of the proceedings of the Sub-Committee of the Indian Railway Conference Association, appointed under Resolution No 78 of 1907, to draw up rules in connection with the introduction of a monthly system of station accounts

2 You point out in your letter that it is proposed to introduce the new system not from 1st July 1908, as originally contemplated, but either from 1st November 1908, or 1st January 1909, after the Proceedings of the Sub Committee referred to above have been laid before the Conference at its ensuing meeting, and changes in the Subsidiary Regulations for dealing with through traffic, and other minor issues discussed. You also ask sanction to the substitution of monthly for weekly audited returns, the present weekly approximate returns of traffic continuing as heretofore and suggest incidentally that the State Railway Code may be modified so as to make it fall into accord with the proposed new procedure.

3 In reply, I am desired to state that, subject to the approval of the Home Boards, the Railway Board, after a full consideration of the question, accept the proposal that a monthly system of station accounts be substituted for the weekly system now obtaining and approve of its introduction with effect from 1st January 1909.

4. In according this sanction the Railway Board however desire to point out that considerable difficulty might arise if one or more of the main trunk lines dissent from the proposal, but they trust that the Conference Association will use their best endeavours, in which they will have the support of the Board, to induce such Railways, if any, to fall into line with a proposal on which the opinion of the majority of Railway Administrations in India is practically unanimous. The Railway Board would also draw the attention of the Conference Association to the fact, that there are certain Steamer Companies which are interested in the question and they trust that matters may be arranged satisfactorily with them.

5. I am also desired to state that as the present Subsidiary Regulations for accounting for Through Traffic have been accepted by the Railway Board any alterations in them should receive the approval of the Board before being brought into force, and I may add that the State-worked lines have been addressed on the subject of the revision of the present code rules, not only on this point but on other matters affecting the monthly system of station accounts

6 The Railway Board also accord their sanction to the substitution of monthly instead of weekly audited returns of Traffic, the present weekly approximate returns however continuing as heretofore.

Proceedings of a further meeting held in Simla on the 17th September 1908 and following days

Thursday, 17th September 1908

CHAIRMAN

MR. J SHAW .. *Madras and Southern Mahratta Railway*

MEMBERS

MR. F KIERNANDER ... *Eastern Bengal State Railway.*

„ A HYDE WOLLASTON *North-Western Railway.*

„ G B. GOYDER ... *North-Western Railway*

„ A MUIRHEAD ... *Great Indian Peninsula Railway*

„ G F GUY ... *Bombay, Baroda and Central India Railway*

„ J. CALDWELL ... *East Indian Railway.*

The following officers also attended —

MR J LIGHTFOOT ... *Bengal and North-Western Railway*

„ D ROSS-JOHNSON *Secretary, Indian Railway Conference Association*

On the proposition of the Chairman Mr Caldwell was appointed Secretary

After a general discussion and reconsideration of the main principles agreed to at the meeting of the Sub Committee held in Calcutta on the 27th January 1908 and following days the majority of the members expressed their opinion that the time agreed to for the closing of station goods balance sheets, *viz*, 10 days should be shortened, and that goods invoices, abstracts and division sheets should be submitted weekly, and the following proposals were put to the meeting and carried

Proposed by Mr Wollaston and seconded by Mr Lightfoot that the last sentence of revised Subsidiary Regulation 5 should read —

“To admit of this being done the closing of each month's goods balance sheets should be deferred until the 7th and the coaching until the 5th of the following month when they must be closed whether the invoices or way-bills have come to hand or not ”

Proposed by Mr Lightfoot and seconded by Mr Wollaston

That weekly division sheets for goods be exchanged and a monthly summary for settlement

That forwarded goods abstracts be submitted to each terminal railway weekly

That broken periods be dealt with by addition to the first and last complete weeks' accounts

It was resolved that the question raised by the Nizam's Guaranteed State Railway as to whether monthly totals are to be shown in the audited returns “per mile per week” or “per mile per month” should be referred to the Railway Board and to the Boards of the different railways to ascertain which system they require.

The following recommendation was made

Recommended by Mr Muirhead

That stations submit a test balance sheet weekly to Audit.

The members also considered Subsidiary Regulation 29 (c) regarding the attaching of invoices to discrepancy memo and it was recommended,—

That the words “and of goods invoices relating to single consignments” be deleted from the first and second lines, and “or certified copies of” be added after “original” in the second line of Subsidiary Regulation 29 (c).

The revision of the Subsidiary Regulations was then taken up

Friday, 18th September 1908

The members present were the same as on the previous day with the exception of Mr Muirhead who was engaged on another committee

The proceedings of the previous day were read and approved

The revision of the Subsidiary Regulations was then proceeded with.

Saturday, 19th September 1908.

The members present were the same as on the previous day

The revision of the Subsidiary Regulations was continued, The alterations proposed are detailed below and the present and proposed Regulations are printed in full as an Annexure

REVISED SUBSIDIARY REGULATIONS.

5 Through goods invoices and parcels way-bills shall be stamped by the destination station with the station stamp, shewing the date of receipt, and shall, as far as possible, be taken to account by destination stations in the month of issue To admit of this being done the closing of each month's goods balance sheets shall be deferred until the 7th, and the coaching until the 5th of the following month, when they must be closed whether the invoices or way-bills have come to hand or not.

6 When it is discovered at a destination station that both the through and junction invoices are missing, the Station Master shall, not later than the following day apply by letter to the forwarding station for the original invoice or a copy, and take it to account on receipt If the number has been skipped in issue, the forwarding Station Master must intimate the mistake in numbering by letter to the destination Station Master who shall make a suitable remark in his received abstract, and send the letter acknowledging the error to Audit attached thereto

13 When “goods” are ordered to be re-booked to a station on a foreign line, a fresh invoice must be issued, in which the charges outstanding at the re-booking station, including demurrage, if any, which may have accrued, together with the additional charges up to final destination, must be included The charges due at the re-booking station, and the further charges to the junction with the foreign railway, if the re-booking station is not the junction, must be shown separately as proportions due to the re-booking railway, and included in the total amount of freight to be collected When the re booking station is a joint station, the re-booking shall be on the forms, and on behalf of the railway by whose route the traffic was received Full reference to the original invoice must invariably be entered distinctly in the re-booking invoice Special credit may be taken by the re-booking station in his balance sheet for the freight, etc., outstanding, full reference to the re-booking invoice being quoted The Audit Office of the receiving railway shall credit the amount due to the re-booking railway in the week's accounts in which the re-booking invoice is taken to account by the destination station, and quote reference to the original invoice in the division sheets An overcharge return is unnecessary. The same procedure shall be followed in the case of parcels re-booked, except that the receiving railway shall credit the amount due to the re-booking railway in the month's account in which the re-booking way-bill is taken to account by the destination station

14 (a) Errors in rate, classification, or calculation on “To pay” consignments may be corrected at stations by an entry in the “undercharge” or “overcharge” column of the invoice, as the case may be, prior to the invoice being taken to

account and to delivery of the consignment. The proper amount must be collected from the consignee but the undercharge or the overcharge must be entered in their respective columns in the Station Books, and in the Abstracts sent to Audit.

18 Weekly abstracts of forwarded through goods and monthly abstracts of parcels traffic shall be submitted by the Auditor of the forwarding railway to the Auditor of the terminal railway, or steamer company, within seven days of the close of the week or month to which they refer. Traffic *via* each junction must be posted in separate abstracts. Each station to station transactions must be shown in a separate abstract.

19 (a) The Audit office of the railway apportioning the traffic shall despatch weekly to the Audit offices of the railway concerned, not later than 21 days after the expiration of the period to which they refer, goods division sheets shewing in the manner prescribed in clauses (c) to (h) hereof, the proportions due to each railway, steamer company, etc., on account of foreign inwards goods traffic. The through goods inward invoices entered in the division sheets shall be despatched by the railway apportioning the traffic to the contiguous railway not later than 4 days after the despatch of the division sheets, and in the case of cross traffic the invoices shall be passed on to the next railway by each intermediate railway within 4 days of the date of receipt. Other documents such as overcharge sheets, etc., must accompany the division sheets to the contiguous railway, and any such documents relating to cross traffic must be passed on as prescribed in the case of cross traffic invoices.

(b) The Audit office of the railway apportioning the traffic shall despatch monthly to the Audit offices of the railways concerned not later than the last day of the following month division sheets showing in the manner prescribed in clauses (c) to (h) hereof the proportions due to each railway, steamer company, etc., on account of foreign inward parcels traffic and of foreign outward, passengers, luggage, horses, carriages and dogs, etc., traffic. The through parcels way-bills, overcharge sheets, etc., must accompany the division sheets to the next contiguous railway and in the case of cross traffic the way-bills and other documents must be passed on by each intermediate railway within 7 days after receipt.

(g) Separate summaries of division sheets for (1) goods, (2) parcels, (3) passengers, and (4) luggage, horses, carriages, and dogs, etc., traffic, must be prepared and submitted monthly attached to the division sheets. In the summary of the division sheet of passenger traffic, the number of passengers, and the proportion of fares actually due to each railway concerned, shall be shown in classes. One balance will be struck for goods traffic, and one for the entire coaching traffic, for each railway.

27. A monthly account current shewing the balance of through traffic according to the division sheets shall be submitted on the earliest possible date by each creditor railway to each debtor railway. The closing of the monthly account current shall not be delayed pending adjustment of any disputed charges apportioned in division sheets, or pending the receipt of supplementary division sheets, if not received within the prescribed time.

28. Through goods invoices, after being dealt with by all the railways concerned, shall be returned by the Auditor of the forwarding railway direct to the Auditor of the receiving railway for final record. If such invoices be required by any Auditor for reference application should be made direct to the receiving railway, or to the railway in whose custody they are likely to be at the time. Through parcels way-bills should be retained by the issuing railway for final record.

29 (a) When a discrepancy not coming under Regulation 33 or Conference Regulation 47 of 1908 is detected in a division sheet, the Auditor of the railway concerned shall forward a discrepancy memo direct to the Auditor of the railway apportioning the traffic, who will adjust the same, if admitted, in an early division sheet.

(b) Except in the instances quoted in clause (c) of this Regulation, original or certified copies of goods invoices and parcels way-bills, and original tickets, must accompany discrepancy memoranda. In the case of cross traffic in goods and parcels, the intermediate railway shall also forward the original documents with the discrepancy memoranda, substituting certified copies thereof to be passed on to the next railway.

(c) In the case of parcels way-bills, passenger, etc, tickets, the original or certified copies of documents are not required to be sent with the discrepancy memoranda when the discrepancies arise from either error in calculation or rate, not affected by any special conditions, such as risk, value, packing, etc

30 Separate lists of outward through goods invoices and parcels way-bills issued during one month, remaining unaccounted for in the division sheets of the responsible railway for the following month, shall be sent by the Auditor of the issuing railway to the Auditor of the railway apportioning the traffic, who will enter against each invoice or way-bill the date on which it was or will be accounted for, and return the lists to the Auditor of the issuing railway within a month of receipt

32 (a) Each railway shall submit to each other railway with which it interchanges rolling stock a monthly statement of the amount due to such other railway in respect of hire, demurrage and penalty charges, not later than the last day of the following month, the calculation of these charges shall be in accordance with Conference Regulations

In connection with proposed regulation 19 (b) Mr Wollaston suggested that parcels way-bills relating to cross traffic might be sent direct to the forwarding Railway and that each intermediate line should accept the check exercised by the Forwarding and Receiving Railways

The Sub-Committee considers this suggestion should be referred to all railways for their opinion.

The Sub-Committee discussed the following proposal put forward by the Representative of the North Western Railway--

"That Parcels Foreign Abstracts, Inward and Outward, for the month's traffic between each pair of stations be prepared and submitted at the end of each month. The way-bills will, however, be sent in at the end of each week and audited as received. When the last batch has come in, the entries in the Received Abstracts will be checked. The Received Abstracts will then be compared with the duplicate Forwarded Abstracts received from Foreign Lines and the unaccounted for way-bills marked off and dealt with as explained hereafter. The Parcels Division Sheets will then be made out in the following method —

The total weight and the amount of traffic between each pair of stations, accounted for in Received Abstracts, will be entered in lump in the Division Sheets without details. Below the total accounted for under each pair of stations will be copied in full detail, but unapportioned, the unaccounted for way-bills, and any way-bills received by the receiving Railway but omitted from the forwarding Railway's Abstracts. When the Forwarded Abstract is not to hand the Received Abstract will be copied into the Division Sheet in full detail. For the successful operation of this system it is most essential that Foreign Forwarded Abstracts be prepared in duplicate by the carbon process. The Forwarding Railway will be in a position to check the total amount accounted for between each pair of stations, as undercharges and overcharges will be shown in lump below the total accounted for between each pair of stations in the Division Sheets

It is incumbent on the Receiving Railway to effect agreement between the Forwarded and Received Abstracts before completion of the Division Sheets

The Sub-Committee decided to recommend that the proposal be circulated to all Railways for opinion.

Thursday, the 24th September 1908.

The members present were the same as on the previous day.

A proof of the full proceedings was considered and approved and it was
RESOLVED—

"That the working rules for a monthly system of Station accounts as now drawn up, to be brought into force on and from the 1st January 1909, be submitted to the Conference for approval."

J. CALDWELL,

Secretary.

J. SHAW,

Chairman.

ANNEXURE

Revision of Subsidiary Regulations

*Present**Proposed*

NOTE —In the term "week" as used throughout these regulations the broken periods at the beginning or end of any month are included in the first or last complete week of that month so that the first week of a month commences with the first day of the month and the last week of the month ends with the last day of the month

1. Through goods traffic invoices shall be prepared in duplicate, the original to be headed "THROUGH INVOICE," and the duplicate to be headed "JUNCTION INVOICE"

No alteration

(a) "Through Invoices" shall be forwarded in special covers by the train by which they will soonest reach the destination station.

Ditto

(b) "Junction Invoices" shall be forwarded in special covers by the train by which they will soonest reach the first junction, and after being copied into the junction books, shall be despatched to the next junction, or to destination, as the case may be

(c) In the case of consignments which have to be transhipped, the numbers of the wagons into

Ditto

N.B.—For final revision of Subsidiary Regulation 1(b) and (c) in full Conference see para 104 of Proceedings.

*Present**Proposed.*

which the consignment is transhipped shall be entered by the transshipping junction in the Junction Invoice.

- (d) "Junction Invoices" must be stamped at each junction through which they pass with the junction stamp, showing the date of receipt. The stamp must be impressed on the back of the invoice.

No alteration

2. A register shall be maintained of through parcels way bills passing each junction station. No junction return of parcels cross traffic will be required.

Ditto

3. When through goods reach a junction before the Junction Invoice, the latter shall be at once telegraphed for to the forwarding station, or to the last junction, as the case may be, and on receipt shall be dealt with as directed in Rule 1 (b) and (c). In such cases the goods must not be detained if the destination station can be ascertained from the wagon label, Guards' guidance, or marks.

For the word "Rule 1 (b) and (c)" in the seventh line substitute "Subsidiary Regulation 1, (b), (c) and (d)"

N B — For final revision of Subsidiary Regulation No 3 in full Conference see para. 104 of Proceedings

4. When there are two or more available routes to destination for goods which reach a junction before the Junction Invoice, and the route is not shown on the card label or other document, the Junction Station Master shall wire to the forwarding and destination stations for the necessary information. If a reply is not received from either station within 48 hours the goods shall be despatched to destination by the shortest route, the matter being reported to the District Traffic Superintendent and the Audit Office of the receiving railway.

No alteration

5. Through goods invoices and parcels way bills shall be stamped by the destination station with the station stamp, shewing the date of receipt, and shall, as far as possible, be taken to ac-

5. Through goods invoices and parcels way bills shall be stamped by the destination station with the station stamp, showing the date of receipt, and shall, as far as possible, be taken to

Present.

count by destination stations in the same week as that in which they will appear in the accounts of the despatching stations To admit of this being done, the closing of each week's accounts of such traffic shall be deferred until the following Thursday, when they must be closed, whether the invoices or way bills have come to hand or not

6 When it is discovered at a destination that a through invoice is missing, the Station Master shall, not later than the following day, apply by letter to the forwarding station for the original invoice or a copy, and take it to account on receipt If the number has been skipped in issue, the forwarding Station Master must intimate the mistake in numbering by letter to the destination Station Master who shall make a suitable remark in his received abstract, and send the letter acknowledging the error to Audit attached thereto

7 (a) When the destination station finds that the route on the wagon label does not agree with the route on the invoice, he shall report the circumstances to his District Traffic Superintendent and to Audit

(b) In the event of the misdespatch being discovered at a station situated some distance on the incorrect route, the goods must be forwarded thence by the shortest route to destination, whether it be the invoiced route or not, and advices sent as in (a)

8 In all cases of through "Paid" consignments, when the railway receipt is not forthcoming, the forwarding station shall be telegraphed to before delivery of the goods or parcels, (on indemnity bond), to ascertain whether the freight was actually paid or not

9 (a) In all cases of through consignments if (i) the goods or parcels are to hand without an invoice or way bill,

Proposed

account by destination stations in the month of issue To admit of this being done the closing of each month's goods balance sheets shall be deferred until the 7th, and the coaching until the 5th of the following month, when they must be closed whether the invoices or way bills have come to hand or not

First two lines to read "When it is discovered at a destination station that both the through and junction invoices are missing"

No alteration

Ditto.

Ditto

Ditto. -

*Present**Proposed.*

but the railway receipt shews the freight "Paid" or (2) the invoice being to hand shews freight "To pay" while the receipt is "Paid," or *vice versa*, the forwarding station must be telegraphed to before delivery of the goods or parcels to ascertain in respect of (1) whether the entry is correct, and (2) which is correct

(b) If it is found that an error has been made, it must be adjusted in the manner prescribed in rule 10 (c) but the invoice or way bill must be accounted for as issued, and not as it should have been issued

10 Procedure to be observed by stations in respect of errors of the following description—

(a) (i) Through invoices or way bills issued to a wrong destination.

(ii) Through invoices for goods or way bills for parcels tendered for despatch to a foreign line but subsequently at the request of sender, after despatch of invoice or way bill, re-booked to a station on another railway or delivered at or short of the Junction, or short of destination

The forwarding Station Master, on discovering, or being advised by letter of the error, must immediately issue a through invoice or way bill to the correct destination, which must, in every respect as to number, date, &c, be treated and accounted for as a new invoice or way bill, with the following remark on it —

"Issued in correction of invoice (or way bill) No _____ dated _____ which will be cleared by over charge sheet"

For the word "rule" in the third line substitute "Subsidiary Regulation"

No alteration.

Ditto.

Ditto.

*Present**Proposed.*

If the original invoice or way bill shows the freight "To Pay," he must also send a certified overcharge sheet to the receiving station giving reference therein to the invoice or way bill subsequently issued, and explaining the error. The receiving station must submit the overcharge sheet to Audit in support of the special credit in his balance sheet. If the invoice or way bill is a "Paid" one the overcharge sheet, after certification by the receiving station, must be returned to the forwarding station to enable him to take credit for the erroneous debit.

No alteration

- (b) Through invoices or way bills issued to correct destination but with wrong description, weight, or other particulars

Ditto

- (i) If the forwarding station, after despatch of the invoice or way bill, detects the error, he must instead of issuing another invoice or way bill, wire particulars of the error to the receiving station, and his Auditor. If the error involves an alteration in charges, the procedure should be as in clause (c), but if it affects any other entry in the invoice or way bill, the correct particulars must be noted on the invoice or way bill and initialed by the receiving Station Master, no alteration being made in the original entries. The telegram authorizing the correction must accompany the invoice or way bill to Audit, or be sent with a letter if the invoice or way bill has already been despatched.

Ditto

A

*Present**Proposed.*

- (ii) If the receiving station discovers from examination of the goods or parcels that the description or weight shewn in the invoice or way bill and the goods or parcels receipt is incorrect, he shall realize any undercharge due, overcharges being dealt with under Rule 15 (d)

For "Rule 15" in the last line substitute "Subsidiary Regulation 14"

- (c) Through invoices or way bills issued "To Pay" instead of "Paid" and *vice versa*

No alteration

- (i) If on receipt of the telegram of enquiry from the receiving station referred to in rule 10, it is found that the freight has been in error invoiced "To Pay" instead of "Paid," the forwarding station shall send a certified overcharge sheet to the receiving station, who will take special credit in his balance sheet for the amount outstanding, and submit the overcharge sheet to Audit, attached to the balance sheet, in support of the credit entry. The forwarding station shall debit himself by undercharge return, or, where undercharge returns are not in vogue, by special entry in his balance sheet

For the word "Rule" in the third line substitute "Subsidiary Regulation."

- (ii) If the freight has been invoiced "Paid" instead of "To Pay" the receiving station shall at once send a certified overcharge sheet to the forwarding station, who shall take special credit in his balance sheet to clear the erroneous debit and submit the overcharge sheet to Audit, attached to the balance sheet, in support of the credit entry. The receiving station shall debit himself by under charge return, or, if undercharge returns are not in vogue, shall

For "week" in the last but two lines read "month."

*Present.**Proposed.*

make a remark on the invoice or way bill that freight has been collected, and debit himself by special entry in his balance sheet. The Auditor of the receiving railway shall adjust the freight through division sheets in accordance with the undercharge return, or special entry in the balance sheet, in the week in which debited by the receiving station.

- (iii) In neither (1) nor (2) shall a fresh invoice or way bill be issued

No alteration.

- (d) Through invoices for goods tendered for despatch, but subsequently withdrawn, at the request of sender, after despatch of the invoice

Ditto

The forwarding station shall advise the receiving station and junctions by letter of the withdrawal of the goods, and send an overcharge sheet or ask for one to be submitted to him according to whether the debit lies against the receiving or forwarding station. Adjustment shall be made as in clause (c)

Ditto.

- (e) Through goods twice invoiced to the same station

Ditto.

The station discovering the error must at once advise the other station and junctions by letter, and an overcharge sheet must be submitted without delay by the station against which the debit does not lie to the other station.

Ditto.

- (f) Invoices accounted for more than once

Ditto.

In cases where the same invoice is accounted for more than once, adjustment shall be arranged mutually between the Auditors of the forwarding and receiving lines in terms of clause (b) of rule 33, the necessary intimation

For "Rule 33" in the sixth line substitute "Subsidiary Regulation 30"

Present

Proposed.

being given by letter to intermediate lines by the adjusting railway. The receiving station shall clear his outstanding by taking special credit for the freight, quoting reference to the week in which the invoice has previously been accounted for, without which credit will not be allowed. An overcharge sheet is unnecessary.

11 The overcharge sheets referred to in clauses *a*, *c*, *d* and *e* of Rule 10 do not require to be certified by supervising Traffic Officers.

No alteration

12 Under no circumstances is an original through invoice or way bill to be cancelled after it has been despatched, except by an overcharge sheet certified by the forwarding and receiving Station Masters.

13 When "To Pay" goods are ordered to be re-booked to a station on a foreign line, a fresh invoice must be issued, in which the charges outstanding at the re-booking station, including demurrage, if any, which may have accrued, together with the additional charges up to final destination, must be included. The charges due at the re-booking station, and the further charges to the junction with the foreign railway, if the re-booking station is not the junction, must be shown separately as portions due to the re-booking railway, and included in the total amount of freight to be collected. When the re-booking station is a joint station, the re-booking shall be on the forms, and on behalf of the railway by whose route the traffic was received. Full reference to the original invoice must invariably be entered distinctly in the re-booking invoice. Special credit may be taken by the re-booking station in his balance sheet for the freight, etc, outstanding in full reference to the re-booking invoice. The Audit Office of the receiving railway shall credit the amount

Delete the words "as far as applicable" in the 35th and 36th lines. Add after "re-booked in the last line" "except that the receiving railway shall credit the amount due to the re-booking railway in the month's account in which the re-booking way bill is taken to account by the destination station."

Present.

Proposed.

without a reference to the forwarding Station Master, whose letter or telegram admitting the overcharge, must accompany the overcharge sheet sent to Audit. Such overcharges must not be refunded without ascertaining that the invoiced weight is correct.

No alteration.

16 (a) The railway which collects the money shall make the refund. An application for refund received by other than the collecting line shall be forwarded for disposal to the railway which is entitled to make the refund, and the claimant advised.

Ditto.

(b) When a claim for refund of an overcharge collected either in goods or coaching traffic is preferred, the railway which made the collection shall check the claim, and if due, shall make the necessary refund without reference to the other railway or railways.

Ditto.

(c) In making refunds of overcharges, the weight as reduced by the receiving railway, or the description of goods as altered by that railway, when such alteration involves a reduction of charges, shall be accepted on the certification of the overcharge sheet, on behalf of all the railways concerned, by the Audit Office only of the line that grants the refund, the overcharge sheet not being subsequently sent to the other railways for certification.

Ditto.

(d) If by an error more is refunded in any case in the proportion of any railway or railways than is actually due, the loss shall be shared in mileage proportion between all the railways concerned.

Ditto.

(e) When overcharges are refunded by the non-collecting railway with the consent, or at the request, of the collecting railway, the adjustment shall be made in the division sheets of the refunding railway.

Ditto.

(f) In the case of amounts twice paid, verification of the overcharge

*Present**Proposed*

sheet by the forwarding and receiving railways is necessary.

17. (a) All overcharges shall, in the first place, be credited to the railway which collects the freight.

No alteration.

(b) All items of and over Rs. 5, not refunded within 6 months from the date of discovery, shall be credited to the railway in whose proportion the overcharge occurred.

Ditto.

(c) The limit of 6 months shall be considered to date from the week in which the invoices and way bills are audited by the receiving railway.

For "week" in the second line read "month."

(d) The adjustments under this rule should be made weekly.

For "weekly" read "monthly."

(e) The adjustments made by the responsible railway of unrefunded overcharges shall be accepted by the other railways concerned as correct

No alteration.

18. Weekly abstracts of forwarded through goods and parcels traffic shall be submitted by the Auditor of the forwarding railway to the Auditor of the receiving terminal railway, or Steamer Company within a week of the close of the week to which they refer. Traffic *via* each junction must be posted in separate abstracts. In the case of goods traffic, each station to station transactions must be shown in a separate abstract.

18. Weekly abstracts of forwarded through goods and monthly abstracts of parcels traffic shall be submitted by the Auditor of the forwarding railway to the Auditor of the terminal railway, or Steamer Company, within seven days of the close of the week or month to which they refer. Traffic *via* each junction must be posted in separate abstracts. Each station to station transactions must be shown in a separate abstract.

19. (a) The Audit office of each railway shall despatch to the Audit office of each contiguous railway, not later than 21 days after the expiration of the period to which they refer, division sheets, showing in the manner prescribed in clauses (b) to (g) hereof, the proportions due to each Railway or Steamer, etc. Company concerned on account of foreign received and cross goods and parcels traffic, and of forwarded through and cross traffic in passengers, luggage, horses, carriages and dogs, etc. The through goods inward

19. (a) The Audit office of the railway apportioning the traffic shall despatch weekly to the Audit offices of the railways concerned not later than 21 days after the expiration of the period to which they refer, goods division sheets shewing in the manner prescribed in clauses (c) to (h) hereof, the proportions due to each Railway, Steamer Company, etc., on account of foreign inwards goods. The through goods inward invoices entered in the division sheets shall be despatched by the railway apportioning the traffic to the contiguous railway not later than 4 days

Present

and cross traffic invoices entered in the division sheets shall be despatched not later than four and seven days respectively after the despatch of the division sheets, other documents, such as parcel way bills, overcharge sheets, etc., must accompany the division sheets.

(b) The division sheets of received through goods and parcels traffic shall shew date, number, stations from and to, and totals of all invoices and way bills as passed in the Audit office of the receiving railway, together with details of all adjustments, such as number, date, etc., of invoice, and the week in which originally included in the division sheet. Separate division sheets must be prepared of traffic booked between any two railways by different junctions. The traffic between each pair of stations in each division sheet shall be grouped together.

(c) The rule as to separate division sheets for traffic by each route and as to the grouping of traffic, also applies to passengers, luggage, horses, carriages and dogs, etc., traffic, the division sheets of which are prepared in the Audit office of the forwarding railway

Proposed.

after the despatch of the division sheets, and in the case of cross traffic the invoices shall be passed on to the next railway by each intermediate railway within 4 days of the date of receipt. Other documents, such as overcharge sheets, &c., must accompany the division sheets to the contiguous railway, and any such documents relating to cross traffic must be passed on as prescribed in the case of cross traffic invoices.

(b) The Audit office of the railway apportioning the traffic shall despatch monthly to the Audit offices of the railways concerned not later than the last day of the following month division sheets shewing in the manner prescribed in clauses (c) to (h) hereof the proportions due to each Railway, Steamer Company, etc., on account of foreign inward parcels traffic and of foreign outward passengers, luggage, horses, carriages and dogs, &c., traffic. The through parcels way bills, overcharge sheets, &c., must accompany the division sheets to the next contiguous railway, and in the case of cross traffic the way bills and other documents must be passed on by each intermediate railway within 7 days after receipt.

Number altered to (c).

Insert the word "or month" after "week" in the 8th line.

Number altered to (d).

Present

(d) The division sheets shall shew the number of parcels and the weight of each parcel booked under each way bill, separately. In the case of railways charging on the collective weight of each consignment of fresh fruit, vegetables, etc., the collective weight and the number of baskets or packages so charged only need be entered in the division sheets. "Paid" and "To Pay" traffic between any two stations shall, however, be grouped together in the division sheets by the receiving railways, and the apportionment made on the total freight of each group.

(e) Military coaching traffic (except parcels) must be included in a separate division sheet, the total of which, however, must be included in the same summary as ordinary traffic.

(f) The proportions due to each Railway or Steamer, etc., Company, shall be shewn separately in division sheets, and in the total balance, fractions of an anna less than six pies shall be dropped and six pies and over taken as one anna.

(g) Separate summaries of division sheets for (1) goods, (2) parcels, (3) passengers, and (4) luggage, horses, carriages and dogs, etc., traffic, must be prepared and submitted weekly attached to the division sheets. In the summary of the division sheet of passenger traffic, the number of passengers, and the proportion of fares actually due to the contiguous railway shall be shewn in classes, the proportions due to lines beyond the contiguous railway being shewn in total. One balance shall be worked up for goods traffic, and one for the entire coaching traffic.

20 Invoices and way bills issued must be brought to account by the receiving railway in the division sheet for the week in which accounted for by the destination station, whether correct or not, any disputes being left over for subsequent adjustment.

21 (a) When consignments have to be delivered on memo invoices, the latter shall be accounted for in the division sheets with the foreign railways in the usual way.

Proposed

Number altered to (e).

Number altered to (f).

Ditto. to (g)

Number altered to (h) and to read as follows —

(h) Separate summaries of division sheets for (1) goods, (2) parcels, (3) passengers, and (4) luggage, horses, carriages and dogs, etc., traffic must be prepared and submitted monthly attached to the division sheets. In the summary of the division sheet of passenger traffic, the number of passengers, and the proportion of fares actually due to each railway concerned, shall be shown in classes. One balance will be struck for goods traffic, and one for the entire coaching traffic, for each railway.

Insert the words "or month" after "week" in the 4th line.

No alteration

*Present**Proposed.*

(b) Subsequently when the original invoice is received in Audit, it shall be checked and compared with the particulars of the memo invoice, and when any difference in the charges is found, the memo invoice shall be written back, and the original taken to account, but when it is found that the charges agree with those on the original invoice, the latter need not be taken to account. It must however be forwarded to the railways concerned for scrutiny.

No alteration

22 Credit taken for concession fares, must be supported by the certificates of authority, which shall be attached to the division sheets

Ditto,

23. In the case of parcels, luggage, &c, (a) booked to a wrong destination and re-booked to correct destination, (b) booked by one route and sent in error over another, or (c) booked and despatched by a wrong route,—the division of the freight charges shall be in accordance with Conference Regulations, and in the case of (a), the consignment shall be re-booked to the correct destination under an ordinary way bill, the outstanding being cleared by an overcharge sheet

Ditto,

24 All excess charges realized from passengers in addition to the ordinary through fares under Railway Act IX of 1890, Section 113, shall be retained in full by the collecting railway. Charges recovered under Section 58 of the Railway Act of 1890, shall be apportioned between the lines concerned,

Ditto

25 (a) The Auditors of intermediate lines shall account for all cross traffic in their division sheet for the week following that in which it is accounted for to them, whether the invoices or way bills, etc, be received at the time or not, any erroneous entry in the division sheets subsequently brought to notice being adjusted by the railway which made the error

Cancelled.

(b) They shall also show in division sheets the week in which through

Ditto,

Present

traffic invoices and way-bills are accounted for by the receiving terminal railway

26 Supplementary division sheets of goods and coaching traffic for the closing period of each half-year shall be submitted in such time as will ensure their reaching the receiving railway not later than the 40th day after the close of the half-year. If such division sheets be not received by the receiving railway by the 40th day, they may be omitted from the accounts of the period to which they refer

27 The closing of the monthly account current, exhibiting the balance of division sheets for the month, shall not be delayed pending adjustments of any disputed charges apportioned in such division sheets or supplementary division sheets if not received within the prescribed time

28 Through goods invoices after being dealt with by all the railways concerned, shall be returned by the Auditor of the forwarding railway direct to the Auditor of the receiving railway for final record. If such invoices be required by any Auditor for reference, application shall be made direct to the receiving railway, or to the railway in whose custody they are likely to be at the time, quoting if possible the week in which they were accounted for by the line contiguous to the railway to which the application is made. Through parcels way bills shall be retained by the issuing railway for final record

29 (a) When a discrepancy not coming under Rule 33 of Conference Regulation 47, is detected in a division sheet, the Auditor of the railway concerned shall forward a discrepancy

Proposed

Number altered to 25 and to read as follows —

25 Supplementary division sheets of goods and coaching traffic for the closing period of each half-year shall be submitted in such time as will ensure their reaching the railways concerned not later than the 40th day after the close of the half-year. If such division sheets be not received by the 40th day they may be omitted from the account of the period to which they refer

Number altered to 26 and to read as follows —

26 A monthly account current showing the balance of through traffic according to the division sheets shall be submitted on the earliest possible date by each creditor railway to each debtor railway. The closing of the monthly account current shall not be delayed pending adjustment of any disputed charges apportioned in division sheets, or pending the receipt of supplementary division sheets, if not received within the prescribed time

Number altered to 27 and to read as follows —

27 Through goods invoices, after being dealt with by all the railways concerned, are to be returned by the Auditor of the forwarding railway direct to the Auditor of the receiving railway for final record. If such invoices be required by any Auditor for reference, application should be made direct to the receiving railway, or to the railway in whose custody they are likely to be at the time. Through parcels way-bills should be retained by the issuing railway for final record

Number altered to 28 (a) and to read as follows —

28 (a) When a discrepancy not coming under Subsidiary Regulation 33, or Conference Regulation 47 of 1908, is detected in a division sheet, the Auditor of the railway concerned shall forward a discrepancy memo direct to the

*Present**Proposed.*

(b) Separate lists of outward goods, invoices and parcels way bills issued to each railway beyond a contiguous railway during each month (the month to embrace transactions up to the last Saturday), not accounted for in the contiguous railway's division sheets up to the end of the following month, shall be sent by the Auditor of the issuing railway to the Auditor of the receiving terminal railway, who shall enter against each invoice or way bill the date on which it was or will be accounted for, etc, and return the lists to the Auditor of the issuing railway within a month of receipt.

Cancelled

31 (a) When an Auditor finds, on comparison of the forwarded and received abstracts, or from a list of through invoices unaccounted for issued by the forwarding railway in terms of Rule 30 (a) and (b), that a through invoice or way bill which has been shown in the forwarded abstract received from a foreign railway, as issued to a station on his railway, has not been taken to account by the receiving station in due time, he shall direct the receiving station to obtain a copy of invoice or way bill, if the original has not been received, and take it to account at once, whether the goods or parcels recorded therein have been received or not. If it be subsequently proved that the invoice or way bill was wrongly issued, the wrong invoice or way bill shall be cancelled by an overcharge sheet in accordance with Rule 11 (a).

Number altered to 30.

Alter "rule 30 (a) and (b)" in the fifth line to "Subsidiary Regulation 29"

Alter Rule 11 (a) in the last line to Subsidiary Regulation 10 (a).

(b) In cases where facts are fully known to the Auditors of the several railways concerned, adjustments may be made by mutual consent without an overcharge sheet.

No alteration

(c) It is not intended by this rule to force debits into the station accounts unless supported by the original invoice or copy certified by the forwarding station.

Ditto.

Present.

32 (a) Each railway shall submit to each other railway with which it interchanges rolling-stock, a weekly statement of the amount due to such other railway in respect of hire, demurrage and penalty charges, not later than four weeks after the close of the week to which it refers. The calculation of these charges shall be in accordance with Conference Regulations.

(b) Separate statements shall be submitted for goods and coaching vehicles. The statements will be the original junction returns as compiled and rendered by the junction stations, with the hire, etc., charges as filled in by Audit Summaries shewing the total ton hours, and the amount of hire, etc., due in respect thereof for goods and coaching vehicles separately, shall accompany the statements.

(c) The statements shall be returned to the railway from which they were received within fourteen days of the date of receipt, the summaries being retained for record in the Audit office of the railway to which they are submitted.

33 Small arithmetical errors of and under four annas in respect of each entry short or excess included in Coaching Division Sheets shall be disregarded, unless they appear to be the result of misapprehension of rates or charges.

34 All errors exceeding one rupee in the apportionment of through goods traffic receipts, hire and demurrage charges, etc., and four annas in the apportionment of coaching traffic receipts, in statements compiled by Audit offices shall be brought to notice on being discovered, whether they be in favour of or against the railway making them.

35 It shall be incumbent on the railway receiving undercharge or discrepancy memoranda, schedules, etc., in

Proposed.

Number altered to 31

For "weekly" in the third line read "monthly."

Delete the words "four weeks after the close of the week to which it refers" in the 7th and 8th lines and insert "the last day of the following month"

No alteration.

Delete the words "fourteen days" in the 3rd line and insert "twenty-one days."

Number altered to 32

No other alteration.

Number altered to 33.

No other alteration.

Number altered to 34.

Present,

respect of through traffic or hire and demurrage accounts, to adjust, explain, or repudiate them, within two months of receipt thereof. The limit of time prescribed in Conference Regulation 25 of 1900 in respect of hire and demurrage accounts shall be accepted as applying to original claims only

36 When an Auditor requires a copy of a through goods invoice or parcels way bill, he shall apply to the forwarding station, who must comply with the request by first train. Copies of through goods invoices and parcels way bills shall be certified as true copies by the person furnishing them.

37 When an Auditor requires any information necessary for auditing through charges, or for checking the movements of vehicles run through, or any explanation as to differences between entries on invoices or way bills and forwarded abstracts, he is permitted to communicate direct by wire or letter with the foreign line station, from whom the information is obtainable, instead of applying through the foreign railway Auditor. In all such cases, when the information received, leads to an alteration of figures, the original or a copy of the document received, shall be attached to the division sheet, in which the item referred to therein is included, and a suitable remark made in the division sheet.

38. Card and paper tickets of all descriptions issued from stations of one foreign railway to another, need not be returned to the Audit office of the issuing railway or sent to the Audit office of a contiguous railway, but the Audit offices of collecting railways must exercise a thorough and rigid check on all such tickets in the interests of the several lines concerned, and shall notify without delay to the issuing railway the particulars of any tickets that may be

Proposed,

Delete "1999" in the ninth line and insert "1908."

Number altered to 35
No other alteration

Number altered to 36
No other alteration.

Number altered to 37.
No other alteration.

*Present**Proposed.*

collected, but not accounted for in the division sheets, or which do not agree in every respect with the details shown in the division sheets. Irregularities in the issue and stamping of tickets shall likewise be advised to the Audit office of the issuing line, in view to their being taken up.

39 Each railway shall supply copies of its circulars, fare tables, tariffs, etc., relating to through traffic to contiguous railways.

Number altered to 38.
No other alteration.

APPENDIX F.

(See Resolution No. 68).

Report of the Sub-Committee appointed to formulate proposals for the more expeditious settlement of claims

Appointed under Resolution No 8 of Conference Proceedings of February 1908

CHAIRMAN

MR A M CLARK . *Traffic Manager, Bengal-Nagpur Railway*

MEMBERS

MR A MUIRHEAD *General Traffic Manager, Great Indian Peninsula Railway.*MR F HANSON . *Acting General Traffic Manager, Bombay, Baroda and Central India Railway*MR C M PEARCE *Acting General Traffic Manager, East Indian Railway*MR W. P. C. LINDSAY *Acting District Traffic Superintendent, Assam-Bengal Railway.*

SECRETARY

MR C V BLISS *Acting Traffic Manager, Bengal and North-Western Railway*

The Sub-Committee met on Thursday, the 17th September and Friday, the 18th September 1908 Mr Pearce and Mr Muirhead were unable to attend on Friday as they were engaged elsewhere

The Sub Committee have carefully considered the points raised in Railway Board's letter No 1576-R T, dated the 17th December 1907 They are of opinion that the system of dealing with claims laid down in Conference Regulation 33 meets present requirements and that the possibility of undue delay in the settlement of claims which may at times occur would be reduced if the regulations were adhered to more closely in all cases The addition of a time limit to the above regulation within which the railway responsible must either accept or repudiate liability would tend further to expedite the prompt settlement of claims and the following addition to this Conference Regulation is suggested —

“If it is not possible to definitely repudiate a claim or to verify it within two months of its receipt, the railway on which the claim is made shall forthwith proceed to settle on best terms possible”

With reference to paragraph 2 of the Railway Board's letter the Committee are of opinion that the tendency of railways generally is to take an equitable view of claims and that the public have little cause for complaint in this respect

With regard to the refund of overcharges the Committee consider that the system laid down in Conference Regulation 35 (2) should meet all requirements

In conclusion they suggest that the attention of railways should be directed to Conference Regulation 33 and that they be requested to act up to this regulation to the fullest extent The Committee would add that this question has had the special attention of railways in recent years and that a considerable improvement has been effected.

A M. CLARK,

Chairman

C V. BLISS,

Secretary.

APPENDIX G

(See Resolution No 69)

Minutes of Meetings of the Sub-Committee appointed by Resolution No 80 of October 1906, held at Simla on the 18th, 23rd and 24th September 1908

CHAIRMAN

MR. W. B. WRIGHT, *General Traffic Manager, Madras and Southern Mahratta Railway*

MEMBERS

MR. F. W. HANSON, *Acting General Traffic Manager, Bombay, Baroda and Central India Railway*

MR. A. M. CLARK, *Traffic Manager, Bengal-Nagpur Railway*

MR. T. J. MCCLOUGHIN *Traffic Manager, South Indian Railway*

Subject No 27.

CARRIAGE OF POSTAL PARCELS.

Read Proceedings of Sub-Committee in September 1907 recorded on page 80 of the Conference Proceedings of 1907

2 Read a note by the Secretary of the Conference Association regarding the remuneration paid to Railway Companies in England for services rendered by them.

Also a note by the Chairman of this Sub-Committee reviewing the question and containing information bearing on the proposal that Indian Railways should be paid a share of the earnings in the Postal Department for Parcels Traffic

These notes are recorded as Annexures A and B to these Proceedings

3 The Sub-Committee having considered the matter would point out that in England the Mail Services are rendered by the Railways and paid for separately from that for carrying Postal Parcels. Further, it is believed that when the original contracts were made between the Railway companies in India and the Secretary of State (which have been embodied in recent contracts on the same terms) it was not contemplated that the Postal Department would by large reductions in the rates for Postal Parcels enter into competition with the Railways for the Parcels traffic. The effect of this reduction has been that Parcels formerly carried as Railway Parcels and on which Railways received freight, are now carried as Postal Parcels and the Railways receive no fixed proportion of the Railway freight but have only been paid a vehicle mileage rate as for the carriage of Mails. It is therefore desirable some arrangement should be come to between the Postal Department and the Railways in respect to this Traffic

4 It is fully recognized that the Postal Parcels system is a convenience to the Public and that the Post Office is entitled to receive payment for the service it renders as a collecting and delivery agency, but it is submitted that the Railways are justified in claiming that they should be equitably remunerated for the carriage of the parcels by their trains. There has no doubt been a large increase in the number of Parcels sent through the Post Office in consequence of the reduced rates quoted by that Department, resulting in loss of revenue to the railways, which reductions have been made possible because of the fact that no special or adequate payment to the Railways is made by the Postal Department in respect of the Parcels traffic

5. The maximum limit of the weight of Inland Parcels which may be conveyed by post has recently been reduced from 2,000 tolas (25 seers) to 800 tolas (10 seers) and it may be thought that this will limit the number of packages that can be sent by that means, but it is known that when the total weight of Goods to be forwarded exceeds the Postal maximum the articles are divided and made up

into separate packages, in order to obtain for parcels to be sent long distances, the low Postal rates, which are the same for all distances when sent by Post.

The Government Resolution dated 16th September 1908, introducing the reduction in the maximum weight which may be sent by Post in one Parcel, says —

“It may be added that a large proportion of the heavy parcels actually sent could no doubt be made up into a larger number of lighter parcels which would not exceed in weight the proposed limit of 800 tolas”

From this it is evident that while the change will help to make the Postal Parcels more easy to handle and carry, it is not expected that it will reduce the value of the traffic sent through the Post Office.

6 The Sub-Committee therefore suggest that for these reasons and on the grounds stated in the papers attached to these Minutes, the Conference consider the advisability of taking the necessary steps with a view to obtaining for the Railways in India a similar arrangement to that existing between the Post Office and the Railways in England, in relation to the carriage of Postal Parcels

RATES FOR CARRIAGE OF PARCELS BY RAILWAY

7 The Sub-Committee then proceeded to discuss the question referred to them which is contained in the Railway Board's letter No 1474-R T, dated 5th December 1907, bringing to notice that the Parcels rates on Railways for long distances are in excess of those charged by the Post Office and asking the Association to consider how far the higher rates by Railway are susceptible of reduction. The Secretary of the Association having communicated this proposal to all the Railways elicited replies showing that the majority were adverse to a reduction in the rates for Parcels

8 A condensed comparison of the existing Parcels rates charged by the Post Office and Railways respectively, (printed as Annexures C hereto), shows that for distances, roughly up to about 1,000 miles, for parcels up to 20 seers, and for much longer in case of heavier parcels, the Railway rates are more favourable. Further, the statistics which have been obtained of one week's traffic for all Indian Railways (printed as Annexures D) shows 81 per cent of the traffic by railway is in parcels not exceeding 40 seers (one maund) and that 93 per cent of the total is booked for distances not exceeding 1,000 miles.

Further, Mr Stewart-Wilson, Director-General of Post Offices, in his interview with the Sub-Committee in October 1907, stated that out of over five million Parcels booked through the Post Office, only, about 1,700 weighed over 10 seers

9 It may therefore be concluded that the Railways already secure the bulk of the existing traffic in heavy parcels at present rates

For light parcels the conveniences offered by the Post Office are so much greater than any which could be afforded by Railways, that any attempt to compete for small parcels traffic by means of a reduction of rate would, it is believed, be futile

10 Moreover, it does not seem to the Sub-Committee to be right that two great Public Departments should compete with each other in any way which would involve loss of revenue without any corresponding advantage to trade or otherwise, and that the public interests would best be served by allowing the Post Office to retain a practical monopoly in the business of carrying small parcels, but to allow Railways a reasonable remuneration for their services in connection therewith, as suggested in the previous Minutes

11 With regard to the Parcels rates now charged by railways in India, the Sub-Committee find that there is a general feeling among railways against a reduction, and in the absence of a definite proposal accompanied by a new scale, they are unable to recommend any change in the existing rates at present.

W. B. WRIGHT,

Chairman.

ANNEXURE A

Note by Secretary, Indian Railway Conference Association.

The arrangement regarding the remuneration to Railway Companies in England for services rendered by them in relation to the conveyance of parcels for the Post Office is embodied in Act 45 & 46 Victoria entitled "The Post Office (Parcels) Act, 1882."

2 That Act provides that Railways shall receive for such services 11/20th of the gross amount received by the Post Office in respect of postage on all parcels conveyed by rail. This amount to be paid in to the Railway Clearing House quarterly. After payment to the Clearing House the Post Office is not further concerned in the matter and the division of the money among the Railways concerned is settled by the Clearing House Committee.

3 Under the Act the Clearing House has the right of inspection of the Post Office accounts, to see that the returns are correctly rendered and it keeps one Inspector continually employed testing the returns from all the Post Offices of the Kingdom. This is necessitated chiefly by the distinction between Rail-borne and Road-borne parcels, the majority of the Inspector's references which were shewn to me in London being with regard to the omission of particulars of traffic rail borne wrongly shewn by the Post Office as road-borne.

4 The Act further provides that this percentage of 55 per cent payable to the Railways shall be liable to revision if the Post Office should alter their parcel rates, but, as a matter of fact, the postal rates have been altered several times and the Railways have not thought it necessary or advisable to raise the question of revising their remuneration.

5 The actual division of the sum received from the Post Office among the Railways is a little complicated. It is as follows —

"The total receipts are divided amongst the Railways concerned on the basis of their own parcel receipts, *through* and *local*. For this purpose a special return of *local* parcels traffic is submitted by Railways to the Clearing House. The *through* traffic returns the Clearing House of course, is already in possession of. The correctness of this *local* traffic return is also tested by the Clearing House, three Inspectors being employed for the purpose. Railways also send their way-bills of the Post Office receptacles (baskets) for a selected week in each half year from which the Clearing House works out the numbers and mileages of receptacles. The final division is thus made (after deducting the Clearing House charges), in respect of 77½ per cent of the earnings in the proportions of local and through parcels earnings of each line and in respect of the remaining 22½ per cent half on the number of receptacles handled on each Railway and the other half on the receptacle mileage accrued on each Railway."

6 A statement is submitted quarterly in the attached form.

7 The object of bringing in the factor of numbers of receptacles is to allow the smaller Railways a rather greater proportion than they would earn on the basis only of parcel earnings of each line.

8 The Clearing House charges about 0.1 per cent of the money divided. The amount paid by the Post Office during a recent quarter was £203,000.

* Not printed

D ROSS-JOHNSON,

21st January 1908

Secretary

ANNEXURE B

Note by the Chairman of the Sub-Committee

PARCEL TRAFFIC BY POST AND BY RAIL

The Indian Railway Conference Association at Simla in October 1906 passed the following Resolutions —

It was proposed by Mr Jacob (Oudh and Rohilkhand Railway), Chairman of No. 4 Sub-Committee, and seconded by Mr Neville (Bengal and North-Western Railway), that—

Resolution
No. 80.

Proposal No. 72. There being a general feeling that the Post Office do not pay Railways sufficiently for the carriage of parcels booked by the Post Office, and conveyed by Railways, it is desirable to pursue the enquiries raised at the Conference held in 1899, *vide* Resolution No 68, and with the view to having the arrangements between the Railways and the Post Office revised, so as to secure to the Railway specific payments for the carriage of parcels, a special Committee be appointed to investigate the matter, confer with the Postal Officials and report the result to the Association

Resolution No. 81. The proposal was *carried unanimously*.

It was proposed by Mr Jacob (Oudh and Rohilkhand Railway) and seconded by Mr Pendlebury (Nizam's Guaranteed State Railway), that—

Proposal No. 73. The following Officers be invited to join the Committee —

Mr C A R Crommelin, General Traffic Manager, Bombay, Baroda and Central India Railway

Mr W B Wright, Traffic Manager, Southern Mahratta Railway.

Mr A. M. Clark, Traffic Manager, Bengal-Nagpur Railway.

Mr T J McCloughin, Traffic Manager, South Indian Railway, and the Secretary.

The proposal was *carried unanimously*.

The Acting Secretary of the Association was asked in April 1907 if the meeting of the Committee would be called shortly and in reply he said that this is a matter which must await the appointment of a permanent Secretary to the Conference

The following points in connection with the question are now put forward for consideration by the Committee —

(1) The Conference in September 1899 had called attention to the loss imposed on the Railways in India by the Post Offices conveying parcels with the Mails at lower rates than charged by the Railway, owing to the fact that the Railways perform the bulk of the service without payment for it by the Postal Department

(2) Clause 7, Chapter II, of the Indian Postal Act No VI reads as under —

“The Governor-General in Council may, by notification in the Gazette of India, fix the rates of postage and other sums to be charged in respect of postal articles sent by the inland post under this Act, and may make rules as to the scale of weights, terms and conditions subject to which the rates so fixed shall be charged.

Provided that the highest rate of postage, when prepaid, shall not exceed the rate set forth for each class of postal articles in the first schedule

Unless and until such notification as aforesaid is issued, the rate set forth in the said schedule shall be the rates chargeable under this Act The Governor-General in Council may, by notification in the Gazette of India, declare what packets may be sent by the inland post as book, pattern and sample packets within the meaning of this Act ”

(3) The “first schedule” referred to above lays down the following rates, namely —

For a weight not exceeding 20 tolas	.	two annas
For a weight not exceeding 40 tolas	.	.. four annas
For every additional 40 tolas or fraction thereof exceeding 40 tolas	..	... four annas.

(4) These were the rates in force in 1898, but they have been reduced by the Postal Department at different times, although no reduction has been made

during the same period in the parcels rates in through booking adopted by the Indian Railways

(5) The Railway Conference in September 1899 adopted a table of rates which is still in force. They were based on the then existing through charges, the only difference being that the rates were divided into shorter distances and intermediate charges

(6) The authorized rates under the Indian Postal Act and the actual rates now in force for Parcels sent through Post Offices, which were introduced from the 1st October 1907, compare as shown below —

Weight in tolas				Rates under the Postal Act			Present reduced rates.		
				Rs.	A	P	Rs.	A	P.
20	..	.		0	2	0	0	2	0
40			...	0	4	0	0	2	0
80		.		0	8	0	0	4	0
120			..	0	12	0	0	6	0
160	.		.	1	0	0	0	8	6
200				1	4	0	0	10	0
240				1	8	0	0	12	0
280		.	.	1	12	0	0	14	0
320				2	0	0	1	0	0
360	.	.		2	4	0	1	2	0
400	...			2	8	0	1	4	0
440		.	.	2	12	0	1	6	0

(7) It will be seen that the Post Office have reduced their charges by one-half, although during this time there has been no reduction in the charges for Parcels booked by Railway.

(8) Moreover, the Parcels are carried on the Railways according to a scale based upon the distance, the charge being the same whether the traffic passes over lines belonging to one Company or over different lines of Railway. In the latter case, however, the rate is divided between the companies interested in the proportion of their mileages, but parcels booked through the Post Offices are only subject to weight without regard to distance, a parcel being carried 3,000 miles for the same charge as for 30 miles, which it is asserted would not be done if the Railways did not actually carry the Parcels for the Postal Department for practically nothing, the Postal Department being in the position of a Collection and Delivery Agency and therefore the distance the Parcels are carried on the Railway, is not a matter which concerns the Post Office in regard to the charges paid by the public.

(9) I have now to refer to the conditions under which Railways perform this service

In the contract between the Secretary of State and the Southern Mahratta Railway which may be taken as typical of those made with other Guaranteed Railways, the following is an abridged clause dealing with the Postal Services —

“All services which the Secretary of State may require the Company to perform for the Post Office * * * * * including in such services the conveyance of Mails as defined by the Post Office Act or Acts for the time being in force on State Railways of the metre gauge and at such rates as may be approved by the Secretary of State.”

(10) It is a question whether, when the original contracts for the carriage of Mails were entered into, it was contemplated that the Post Office would undertake the duties of Common Carriers and compete with Indian Railways for the carriage of Parcels traffic.

(11) In the absence of statistics showing the Postal Parcels traffic for periods before and after the reduction in rates, it is neither safe nor possible to state, even approximately, as to how and to what extent the reduction in Postal Parcels rates has affected the traffic by rail.

But there is no doubt that the reduction in the Postal Parcels rates has attracted Parcels traffic to the Post Office which would otherwise be booked by Railway

(12) It may be said that the Post Office limits the weight of Parcels they receive, but that does not deter tradesmen and others from using the Post Office at the reduced charges, because there are large Firms in India who advertise that

“Should the total weight of the Goods ordered exceed 440 tolas they would be packed in two parcels,” for transmission through the Post Office

(13) It is admitted that the Post Office Agency is a great convenience to the Public for the receipt and delivery of parcels, for in many cases the Railway stations at the sending or receiving end, or both, are situated at considerable distance from the towns or business centres, while the Post Offices are as a rule within easy reach and conveniences are obtained by the delivery at Consignee's residences of parcels sent by post, but the Railways may justly claim that they should be paid by the Postal Department for the services they render in connection with this traffic

(14) It is contended that payment made for the use of Postal Vans or other accommodation furnished by the Railways is inadequate and does not compensate the Railways for the loss of the Parcels traffic

Space for space, the Post Office pay a little over one-fourth of what the Railways now earn, $4\frac{1}{2}$ piēs, against 16 piēs per mile per compartment, at 2 piēs from the lowest class fares, and a little over one-third of what the Railway is permitted to earn (12 piēs, at $1\frac{1}{2}$ piēs) the minimum rate of fare authorised by the Government.

(15) The proposal that the Post Office should retain a reasonable portion of the parcels earnings for terminal services and make over the rest to the Railways which actually carry the parcels is not an unfair or an unreasonable one, and it is assumed that parcels, under this arrangement, could continue to be carried in the Postal Vans in charge of Postal Officials as now, and in consideration of the Post Office making over to the Railways a share of the earnings on parcels, the Railways might agree to make no charge for any extra accommodation they might have to provide on that account in the Postal Vans

(16) The British Post Offices under the Parcels Act of 1882 pay the Railway Companies an $\frac{1}{10}$ th part of the gross receipts from all parcels conveyed by Railway for the Post Office and the mode of arriving at the calculation of the gross receipts from this traffic is clearly defined in this Act. This is a separate payment to that for the carriage of the Mails for which the Railways in England provide Mail Vans or Sorting Carriages and are paid for the construction, maintenance, lighting and haulage of those vans at a fixed rate per mile. The British Postal Officials, principally sorters travelling in the sorting carriages, are also carried free of charge, subject to a maximum number in each carriage. These arrangements recognise the principle that the Mail services are to be treated separately from the Parcels traffic

(17) There is therefore an established precedent to justify the Indian Railways claiming to be paid a share of the earnings in the Postal Department on Parcels traffic and it is suggested that a fair and moderate sum would be one-half the gross receipts.

MADRAS,

The 8th May 1908.

W. B. WRIGHT,

General Traffic Manager,

Madras and Southern Mahratta Railway.

ANNEXURE C

Statement showing a condensed comparison of the existing parcel rates charged by the Post Office and Railways respectively.

		2½	5	10	20	30	40	Over
		seers	seers	seers	seers	seers	seers	40 seers
Postal rates	Weight from	½	3	5½	10½	20½	Not ac- cepted.	Not ac- cepted.
		seer	seers	seers	seers	seers		
	Weight to	2½	5	10	20	25		
		seers	seers	seers	seers	seers		
		Rs. as.	Rs. as	Rs. as	Rs. as	Rs. as		
	Charge from	0 2	0 12	1 6	5 4	10 4		
	Charge to	0 10	1 4	5 0	10 0	12 8		
	Distance for charge							
	Not exceeding 25	0 4	0 4	0 4	0 4	0 4	0 4	
	Exceeding 25 but not exceeding 50	0 4	0 4	0 4	0 4	0 8	0 8	
	" 50 " " 75	0 4	0 4	0 4	0 8	0 12	0 12	
	" 75 " " 100	0 4	0 4	0 4	0 8	0 12	1 0	
	" 100 " " 125	0 4	0 4	0 8	0 12	1 0	1 4	
	" 125 " " 150	0 4	0 4	0 8	0 12	1 0	1 8	
	" 150 " " 175	0 4	0 4	0 8	1 0	1 4	1 12	
	" 175 " " 300	0 4	0 8	0 8	1 0	1 8	2 0	
	" 300 " " 325	0 4	0 8	0 12	1 4	1 12	2 4	
	" 325 " " 350	0 4	0 8	0 12	1 4	2 0	2 8	
	" 350 " " 450	0 4	0 8	0 12	1 8	2 4	3 0	
	" 450 " " 475	0 4	0 8	1 0	1 12	2 8	3 4	
	" 475 " " 500	0 4	0 8	1 0	1 12	2 12	3 8	
	" 500 " " 600	0 8	0 12	1 0	2 0	3 0	4 0	
	" 600 " " 625	0 8	0 12	1 4	2 4	3 4	4 4	
	" 625 " " 650	0 8	0 12	1 4	2 4	3 8	4 8	
	" 650 " " 750	0 8	0 12	1 4	2 8	3 12	5 0	
	" 750 " " 775	0 8	1 0	1 6	2 12	4 0	5 4	
	" 775 " " 900	0 8	1 0	1 6	2 12	4 2	5 8	
	" 900 " " 925	0 8	1 0	1 9	3 0	4 6	5 12	
	" 925 " " 950	0 8	1 0	1 9	3 0	4 10	6 0	
	" 950 " " 1,050	0 12	1 4	1 9	3 2	4 12	6 4	
	" 1,050 " " 1,075	0 12	1 4	1 12	3 6	5 0	6 8	
	" 1,075 " " 1,100	0 12	1 4	1 12	3 6	5 4	6 12	
	" 1,100 " " 1,200	0 12	1 4	1 12	3 8	5 6	7 2	
	" 1,200 " " 1,225	0 12	1 4	2 0	3 12	5 10	7 6	
	" 1,225 " " 1,250	0 12	1 4	2 0	3 12	5 14	7 10	
	" 1,250 " " 1,333	0 12	1 8	2 0	4 0	6 0	8 0	
	" 1,333 " " 1,358	0 12	1 8	2 4	4 4	6 4	8 4	
	" 1,358 " " 1,383	0 12	1 8	2 4	4 4	6 8	8 8	
	" 1,383 " " 1,500	0 12	1 8	2 4	4 8	6 12	9 0	
	" 1,500 " " 1,525	1 0	1 12	2 8	4 12	7 0	9 4	
	" 1,525 " " 1,550	1 0	1 12	2 8	4 12	7 4	9 8	
	" 1,550 " " 1,666	1 0	1 12	2 8	5 0	7 8	10 0	
	" 1,666 " " 1,691	1 0	1 12	2 12	5 4	7 12	10 4	
	" 1,691 " " 1,716	1 0	1 12	2 12	5 4	8 0	10 8	
	" 1,716 " " 1,833	1 0	2 0	2 12	5 8	8 4	11 0	

The amounts entered in the respective columns

ANNEXURE C—*concl.*

Statement showing a condensed comparison of the existing parcel rates charged by the Post Office and Railways respectively.

		2½	5	10	20	30	40	Over
		seers.	seers	seers,	seers	seers	seers	40
		Rs as	Rs as	Rs as	Rs. as	Rs. as	Rs as	seers
Railway rates— <i>concl.</i>	Exceeding 1,833, but not exceeding 1,858	1 0	2 0	3 0	5 12	8 8	11 4	The amounts entered in the respective columns
	" 1,858 " " 1,883	1 0	2 0	3 0	5 12	8 12	11 8	
	" 1,883 " " 2,000	1 0	2 0	3 0	6 0	9 0	12 0	
	" 2,000 " " 2,025	1 0	2 0	3 4	6 4	9 4	12 4	
	" 2,025 " " 2,050	1 0	2 0	3 4	6 4	9 8	12 8	
	" 2,050 " " 2,166	1 0	2 0	3 4	6 8	9 12	13 0	
	" 2,166 " " 2,191	1 0	2 0	3 8	6 12	10 0	13 4	
	" 2,191 " " 2,216	1 0	2 0	3 8	6 12	10 4	13 8	
	" 2,216 " " 2,333	1 0	2 0	3 8	7 0	10 8	14 0	
	" 2,333 " " 2,358	1 0	2 0	3 12	7 4	10 12	14 4	
	" 2,358 " " 2,383	1 0	2 0	3 12	7 4	11 0	14 8	
	" 2,383 " " 2,500	1 0	2 0	3 12	7 8	11 4	15 0	
	" 2,500 " " 2,525	1 0	2 0	4 0	7 12	11 8	15 4	
	" 2,525 " " 2,550	1 0	2 0	4 0	7 12	11 12	15 8	
	" 2,550 " " 2,666	1 0	2 0	4 0	8 0	12 0	16 0	
	" 2,666 " " 2,691	1 0	2 0	4 4	8 4	12 4	16 4	
	" 2,691 " " 2,716	1 0	2 0	4 4	8 4	12 8	16 8	
	" 2,716 " " 2,833	1 0	2 0	4 4	8 8	12 12	17 0	
	" 2,833 " " 2,858	1 0	2 0	4 8	8 12	13 0	17 4	
	" 2,858 " " 2,883	1 0	2 0	4 8	8 12	13 4	17 8	
	" 2,883 " " 3,000	1 0	2 0	4 8	9 0	13 8	18 0	

ANNEXURE D.

Summary of parcels traffic booked from certain railway systems during the week ending 15th February 1908.

	No of parcels not exceeding 2½ sacs in weight		No of parcels exceeding 2½ sacs but not exceeding 5 sacs		No of parcels exceeding 5 sacs but not exceeding 10 sacs		No of parcels exceeding 10 sacs but not exceeding 20 sacs		No of parcels exceeding 20 sacs but not exceeding 40 sacs		No of parcels exceeding 40 sacs		Total	Per cent of total
	At half parcels rate	At full parcels rate	At half parcels rate	At full parcels rate	At half parcels rate	At full parcels rate	At half parcels rate	At full parcels rate	At half parcels rate	At full parcels rate	At half parcels rate	At full parcels rate		
Up to 250 miles	2,508	3,915	2,223	3,250	4,155	5,610	10,886	6,447	13,171	4,844	9,816	4,167	68,992	55
251 to 500 "	1,164	2,474	894	2,561	2,031	2,772	3,398	2,635	4,638	2,777	2,492	1,725	29,391	24
501 to 1000 "	317	1,008	322	1,272	2,317	1,737	2,306	1,452	1,691	1,327	995	3,147	17,791	14
1001 to 1500 "	47	211	72	312	1,854	654	1,763	583	449	551	355	446	7,297	6
Over 1500 "	4	16	10	23	612	53	106	31	17	44	5	20	941	1
Total	4,040	7,624	3,521	7,218	11,019	8,856	18,349	11,158	19,966	9,543	13,653	9,505	1,24,412	100
Per cent of total	3	6	3	6	9	7	15	9	16	8	11	7	100	

Supplementary Report of the Sub-Committee.

The Sub-Committee on this question having deputed two of their Members to see the Deputy Director General of Post Offices, he kindly undertook to furnish Official records relating to the conveyance of Mails and Parcels, which were not obtainable when the Sub-Committee had to deal with the matter and make their report to the Conference. They have however now seen papers relating to a reference to Government made about 38 years ago, when payment for the carriage of Mails and Parcels was dealt with by Government, and have extracted portions bearing upon the question, for the information of the Conference, which are quoted below —

EXTRACTS FROM CIRCULAR NO. 34, GOVERNMENT OF INDIA, PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH, DATED 9TH NOVEMBER 1869. PAYMENTS TO RAILWAY COMPANIES FOR POSTAL SERVICE.

3 * * * A question has also been raised as to the obligation on Post Office to pay for non-service banghy parcels, if a charge is made for the haulage of the Post Office vehicles in which those parcels are carried * * * .

16 As regards non-service banghy parcels, for the transport of which the Government of India has allowed by way of concession that payment to Railway Companies should be made, the Governor General in Council observes that when this concession was made, it was the practice of the Post Office, to make over its banghy parcels to the charge of the Railway Authorities, for conveyance at their risk. This is not now the case on the East Indian Railway, the banghy parcels being carried in the special carriages, and in charge of Post Office employes, with the other mails. It hence seems to the Governor General in Council, that the best system to adopt in future for this Railway, and under like circumstances generally, will be to make payment for non service banghy parcels follow the same principle as that laid down for the provision of accommodation for sorting purposes, i.e., that in calculating the proportion of chargeable space in a special carriage, the room required for the non-service banghy parcels shall be included with that required for sorting purposes,

18 The Governor General in Council is of opinion that the accommodation given to the public by the Post Office, in the matter of non service parcels, should under no circumstances be restricted by reason of the intervention of Railway Companies in the Carriage of such parcels. Consequently, the Government considers that the prohibition to the Post Office against receiving parcels at places where there are Railway stations, should be henceforth limited by the condition, that such parcels shall not be received for despatch to stations at which the Railway Company that receives them is able and undertakes to deliver them to their address in the manner in which they would be delivered by the Post Office. If this condition is not complied with, the Post Office may undertake the receipt of the parcels. It is not reasonable to force the public to send to the Railway stations for parcels when the Post Office would deliver them as addressed, nor to put upon the Post Office the mere duty of delivery at the station to which the parcels are sent, the Post Office being forced to pay the Railway Companies a very high rate for the transport of the parcel. It should, in the opinion of the Governor General in Council be settled by the Local Governments for the several Railways, to what extent the above condition can be complied with and a list of Railway stations should be provided for the guidance of the Post Office at which the Railway Companies undertake to deliver parcels within the local limits of the service of the Post Office. For such stations only, parcels should not be received by the Post Office.

19 As to non-service parcels received at Post Office not on a line of Railway for delivery at a place on a Railway, or not on a Railway, the Governor General in Council is led to believe that very great inconvenience is now caused by the present system, under which the Railway Companies are entitled to payment for the carriage of such parcels over any line of Railway, which may form part of the Postal route between the Offices of despatch and delivery. Extremely complicated accounts of mileages are necessary for a multitude of small parcels, which it is very troublesome to prepare, and almost impossible to check. In practice, the non service and service parcels are commonly put up in the same mail bags, and frequently with the letter mails, and

where the bags are despatched through to their destination from Post Office to Post Office any separation of their contents so as to identify the non-service parcels, is impracticable. The best way of meeting this difficulty is not very apparent. The Government of India is informed that the East Indian Railway Company has for some time abandoned the practice of charging for these parcels, as not being worth the trouble occasioned by the receipt and the responsibility for their delivery, which of course, is an essential condition attached to the payment made for them.

20 The Governor General in Council on the whole, is disposed to think that the course to follow will be for the Railway Companies to give up all charges for such parcels excepting so far as an allowance is made for their carriage under the arrangements described in paragraph 16. Where this system is not applicable by reason of special carriages not being used, the Post Office might make a lump sum payment for the parcels on the best estimate that could be made of their average weight. It would always rest with the Post Office to make over to a Railway Company any parcels for conveyance under the existing system, the rate in such cases payable being that originally fixed, viz, 4 pice per maund per mile.

* * * * *

23. The questions referred to in paragraphs 17 to 20 will require further consideration by the Post Office authorities before final orders can be given on them. This part of the subject should, therefore, be referred to the Director General of Post Offices, and the conclusions of the Government of India in the Financial Department, on his representations may be forwarded to this Department in due course, for the final settlement of the points left undecided as to the non-service parcels.

EXTRACTS FROM MEMORANDUM, DATED SIMLA, 19TH AUGUST 1890, BY DIRECTOR GENERAL OF POST OFFICES

3 As regards the history of the first question, viz, that of payment for non-service banghy parcels I cannot do better than quote the following remarks from a letter (No. 5 dated the 14th August 1863) written by the Government of India in the Home Department:

"I am directed to forward the accompanying copy of a correspondence with the Officer, in charge of the office of the Director General of the Post Office of India, and, with reference to the point reserved for subsequent consideration at the close of the reply to Mr Monteath, to state, for the information of the Lieutenant-Governor, that the Railway Companies are legally bound by the terms of their contracts to carry banghy parcels free, as forming a portion of the Government mails, but that the Government in 1853 consented to waive the enforcement of this obligation and to pay for the service banghy parcels, and that subsequently, much question has arisen as to the rate of payment to be made for the conveyance of the service parcels, it was decided in 1855, that they should be paid for at a rate of one-third of an anna per maund taken on the closed boxes in which the banghy parcels are despatched by the Post Office."

* * * * *

4 The practice of booking banghy parcels through the Railway Agency has for some time been discontinued on the East Indian Railway line, the change having been made for the convenience and at the request of the Railway authorities, who were particularly desirous of getting rid of the trouble and responsibility attaching to the former system. At present, therefore, the banghies in question are conveyed in charge of the Post Office officials in the postal carriage assigned for their use and this being the case, I would direct no payment by weight based on a calculation of more than one pice per maund per mile (being the present passenger luggage rate).

EXTRACTS FROM LETTER DATED CALCUTTA, 7TH DECEMBER 1870, FROM THE CHAIRMAN OF THE BOARD OF AGENCY, EAST INDIAN AGENCY, TO THE CONSULTING ENGINEER, GOVERNMENT OF BENGAL.

* * * * *

The total area of the Postal vans now in use is 210 square feet, of which there is occupied—

30	square feet	for sorting pigeon holes
30	" "	for stamping counters
30	" "	for sorters and stampers
47	" "	for banghies.

Part of the space occupied by the pigeon holes and counters is utilised by the stowage of mail bags underneath and it will therefore be reasonable to assume that one quarter of the carriage is occupied for sorting purposes, and one quarter for banghies leaving the remaining half, or 105 square feet, to represent the space that would be occupied if the mails were simply carried in bulk, an operation which could be performed by one man, instead of the five and sometimes six carried under present arrangements.

It may be objected that the 47 square feet of banghy space is occupied more by service parcels than by private banghies, but it may be remarked that as the so-called service banghies are largely composed of stationery supplies for Government offices up country which cannot in any sense be defined as despatches, and for the free carriage of which there is certainly no provision in the Contracts it may be doubted whether the service banghies have any right to exclusion in the question of payment.

Moreover in paragraph 18, the Government of India asserts the right of carrying banghy parcels for any station on the line of Railway, unless the Railway Company undertakes to deliver them, and in view of this right it can hardly be said that the private banghy service is of small account.

EXTRACT FROM MEMORANDUM DATED CALCUTTA, THE 31ST MARCH 1871, NO. 5377, BY
THE DIRECTOR GENERAL OF POST OFFICES

I took up the letter addressed by the Board of Agency to the Consulting Engineer under date the 7th December 1870, No 649 G, and stated that I proposed to accept the distribution of the carriage space used by the Post Office. This distribution may be briefly described as follows —

	$\frac{1}{4}$ or 52 $\frac{1}{2}$ square feet for sorting purposes
	$\frac{1}{4}$ or 52 $\frac{1}{2}$ square feet for banghy purposes
	$\frac{1}{2}$ or 105 square feet for the carriage of letter mails in bulk
Total ...	<u>210</u>

5 Accepting, however, the distribution above described I proceeded to observe that I could not concede the point urged in the Board's letter to the effect that the whole space occupied by the banghy mail should be regarded as chargeable space, the Board argued that although this space might be partly occupied by service banghy parcels, such parcels as they believed, largely composed of stationery packets and other stores which ought not to be sent by post at all, but I replied that the Government had from the first, distinctly objected to any payment being made on account of the transit of service banghy parcels, and that I had not come with any wish or power to re-open that question or to discuss with the Board what Government officials ought or ought not to send by Banghy post. I remarked further that the question of any reduction in the quantity of service parcels would not affect the present calculation which could not be disturbed except by an increase in the quantity of parcels sent by private individuals, for which alone I was prepared to pay."

2. It is believed the East Indian Railway at that time accepted a settlement on the basis of a charge for the haulage of sorting carriages, etc.

3. These extracts from the lengthy documents which have been referred to are sufficient to show that the Government of India had formerly agreed to a payment for parcels (non-service) separately to that for mails.

Further, that the parcels carried through the Post Office over thirty years ago were so few that the East Indian Railway Company had voluntarily abandoned the practice of charging for them as not being worth the trouble caused by the system of payment. The position is now different seeing that it is known more than 5 million parcels are sent during three months through the Post Office, and that the revenue from the traffic must be very large, while the Railways are not receiving commensurate payment for carrying them.

The Sub-Committee therefore consider that the time has come for a reconsideration of the arrangements between the Post Office and the Railways in regard thereto and have recommended that the Conference might now take the necessary steps with a view of again bringing the Postal Parcels traffic under a separate charge for their conveyance by railway, under similar arrangements to those existing in England.

SIMLA, }
The 30th September 1908 }

W. B. WRIGHT,

Chairman.

APPENDIX H

(See Resolutions Nos. 74 to 88.)

Report of Sub-Committee No. I.

Mr. J. MANSON, *Chairman.**Members:*

The Hon'ble Mr. Vernon Woods,	Mr. W. Pendlebury,
Mr. W. Brough-Simpson,	Mr. R. Todd,
Mr. E. A. Neville,	Mr. A. R. Anderson,
Mr. A. Rowland,	Mr. H. P. Burt,
Major A. D. G. Shelly,	Mr. R. W. Egerton,
Mr. E. Johns,	Mr. Neville Priestley,
Colonel C. H. Cowie,	Mr. A. Muirhead,
Mr. F. T. Rickards,	H. H. Sir Waghjee Thakoor Sahib of Morvi,
Mr. G L. Edwards.	

 Tuesday, the 22nd September 1908.

Subject No. 14.

Proposal that a scale of punishments uniform for all Railways be drawn up and inserted as Subsidiary Rule to rule 359, Chapter XXI, Part I, and Rule 33, Chapter IV, Part II, of the revised General Rules, for Railways, 1906.

It was pointed out that the rules already provide a maximum punishment under the various sections.

The Sub-Committee recommend the following resolution to the Conference.—

"That the Conference do not consider it necessary to lay down any uniform scale of punishments."

Subject No. 38.

Method of crediting to Joint Station Account the value of stores returned from Joint Works

The Sub-Committee considered that this was a matter which should have been settled by the Railways concerned, if necessary by a reference to the Tribunal of Arbitration, and the Sub-Committee do not recommend that a general ruling should be given by the Conference Association. Unless there are special circumstances it is usual in such cases to credit the depreciated value to the joint station accounts.

The Sub-Committee recommend the following resolution to the Conference —

The Conference is not prepared to lay down a general ruling on this subject.

Subject No. 46.

Inclusion of Imperial Service Troops in the Military concessions granted to Native Troops

Imperial Service Troops are as a rule territorial, and there is not the same reason to give concessions to them as there is to men of a service recruited from long distances. The Sub-Committee recognise that it was in consideration of the long distances which native soldiers of the Indian Army have to travel to reach their homes that the concessions have been granted to them and recommend that the Conference should pass the following resolution —

That the concession granted to Native Troops may be extended to the Imperial Service Troops, travelling at their own expense when the single journey distance exceeds 300 miles

Wednesday, 23rd September 1908.

Subject No. 8

Municipal Taxation of Railways.

The general position of railways in regard to taxation is that section 135 of the Indian Railways Act, No IX of 1890, which was intended to restrict taxation within equitable limits, has been rendered inoperative by the cancelment of the two notifications, No. 270, dated 12th June 1890, and No 136, dated 5th April 1893, and by the issue of a notification No 9977, Railways, dated 29th November 1907, directing that "every Railway Administration in British India shall hereafter be liable to pay, in respect of property within any local area, every tax which may lawfully be imposed by any local authority in aid of its funds under any law for the time being in force." Government have apparently been advised that the two cancelled notifications were illegal, and that any generally protective notification could not be issued in replacement without altering section 135 of the Railway Act. They therefore decided to cancel the old notifications and issue a new notification which, while legal, rendered the separate sanctions to taxation otherwise required under section 135 (1) of the Railway Act unnecessary. This action was not only in opposition to the intentions of the Act, as indicated by the discussion in the Legislative Council preceding its introduction, but was taken without giving Railway Administrations an opportunity of representing their views. As might be expected Local Authorities have not been slow to take advantage of the power of enlarging the scope of taxation now given to them, and their increasing demands show that it is inadvisable to adopt the suggestion of the Railway Board to give the present orders a more extended trial in order to demonstrate the need for relief. Apart from the general protection which should be afforded under section 135 (1) of the Act, the machinery for appeal would seem to require revision, as a locally interested officer can hardly be regarded as an unbiassed judge between the Municipality under his control and a Railway Administration with which he is in no way connected. In this connection it appears desirable that some general principle should be laid down as to the determination of "rateable value" of Railway holdings, which forms the basis of direct taxation, as a guide to revising officers in hearing appeals, and that Railways should be safeguarded against the imposition of rates for special services to private premises when such services are not rendered to Railway premises.

Admitting that the cancelled notifications Nos. 270 and 136, dated 12th June 1890, and 5th April 1893, were illegal, the Committee feel that Government might, under the provision of the Act, have required a separate application to be submitted by every local body for every tax to be imposed on a railway until such time as section 135 of the Indian Railway Act was amended to legalize the issue of the protective notification contemplated, and that the issue of Notification No. 9977-Railways of 29th November 1907, has involved the Railways in

difficulties. Holding these opinions the Committee proposes the following resolution for acceptance by the Railway Conference Association —

That the Railway Board be informed with reference to their letter No 1102-R T, dated 17th June 1908, that as section 135 of the Indian Railway Act, IX of 1890, was framed with the object of protecting Railway Administrations from unfair taxation by local authorities, the Indian Railway Conference Association record their opinion that the issue of Commerce and Industry Notification No 9977-Railways, dated 29th November 1907, which deprives Railway Administrations of the measures of protection they previously enjoyed, cannot fail to be injurious to their interests. The Railway Board should also be advised that the Railway Conference Association consider Railway Administrations are entitled to the protection contemplated in the section of the Indian Railway Act above referred to, and respectfully protest against the summary withdrawal of such protection under a procedure which precluded them from representing the consequences which must result from the practically unrestricted exploitation of Railways by local authorities.

Since the issue of Commerce and Industry Department Notification No. 9977, taxation of Railways has appreciably increased, both by the imposition of new and the enhancement of existing taxes, and there is ample indication that local authorities are likely to take further advantage of the present situation. The Railway Conference Association would therefore express the hope that Government will be pleased to suspend the operation of this notification, and afford by legislative enactment or otherwise that protection which in equity should be given to Railway Administrations. Prompt action in this direction is desirable, as once a tax has been collected and the expenditure of a municipality has been regulated in expectation of new sources of income, it may be difficult to make any change without causing serious embarrassment to the municipality and introducing a factor which will make impartial consideration of the question well nigh impossible.

The Conference Association would also urge that appeal against undue taxation by a Local Body should be decided by some official other than the Commissioner of the District in which such local body exercises its functions, as they feel strongly that a locally interested tribunal is not and cannot be absolutely unbiassed and, moreover, they would urge that some general principle should be laid down as to the determination of rateable value of Railway holdings which forms the basis of direct taxation, and that Railways should be safeguarded against the imposition of rates for special services to private premises when such services are not rendered to Railway premises.

The Conference would respectfully suggest that the draft of any notification or legal enactment that may be contemplated in response to their request for relief may be referred to the Conference for an expression of the opinion of Railways.

Monday, 28th September 1908.

Subject No 39.

Proposals for uniformity of practice in regard to the incidence of liability for damages, losses, and accidents to traffic, structures and stock at Joint Stations.

The Sub-Committee after very full discussion, while recognizing that special circumstances at different junctions may necessitate modification, recommend the following Resolution for adoption by the Conference. That,—

Subject to any special agreements and to the provisions of Conference Regulations 12 and 34, the following rules should be taken as a basis for determining liability for the cost of damages to stock, structures and traffic at Joint Stations.

1. In these Rules the expression "*In Joint Station custody*" applies to all Rolling Stock and traffic loaded therein, and to all works, structures and traffic not loaded in stock, within Joint Station limits—with the following exceptions—

(a) Stock and traffic on trains which on entering the Joint Station have not come to a stand within Joint Station limits.

(b) Stock and traffic on trains leaving the Joint Station which have become running trains as defined in the General Rules, Part I, Chapter I, Rule I (27).

2 The expenses of the Joint Station shall be debited with the cost of damage to and loss of property "*in Joint Station custody*" arising from the fault of the Joint Station staff.

3 The Railway Administration or Administrations suffering loss by fault of the Joint Station staff shall bear its or their own expenses in the case of damage to and loss of property not "*in Joint Station custody*," such expenses to include damage to and loss of property in its or their charge.

4. The Railway Administration whose staff, not being joint staff, is at fault shall bear the cost of damage and loss to —

(a) Its own property and property in its charge.

(b) The property of and the property in charge of another Railway Administration party to the Joint Station agreement.

(c) The property in Joint Station custody.

5 Determination of fault for the purposes of these rules shall, failing acceptance of liability by the Railway Administrations concerned, be referred to arbitration.

Subject No. 44.

Prosecution of Railway Employees in connection with serious accidents.

The Sub-Committee consider that this is a matter of much importance and that the Railway Board should be addressed on the subject. The Sub-Committee recommend the adoption of the following resolution. That,—

The Conference Association consider that railway working has now become so technical that Magistrates, when trying railway cases, should appoint one or more assessors with the necessary technical knowledge to assist them.—

The Conference Association is further of opinion that in the case of serious accidents when the Government Inspector attends the enquiry he should himself act as President of the Committee of Enquiry.

Subject No. 52.

Common form of tender and contract for the supply of sleepers and coal.

The Sub-Committee, after careful consideration of the papers before them and the opinions expressed by individual railways consider that, in view of the conditions prevailing in different parts of the country and of its being impossible always to arrange similar conditions for delivery, it is not advisable to adopt a common form of tender and contract either for the supply of sleepers or

of coal. The Sub-Committee therefore recommend the following resolution for the acceptance of the Conference. That,—

The Conference Association are unable to frame common forms of tender and contract for the supply of sleepers and coal which would meet the varying conditions on railways in different parts of India.

Tuesday, 29th September 1908

The Proceedings of Monday, the 28th September, were read and confirmed

Subject No. 48.

Responsibility of Railways for warehousing Goods

The Sub-Committee recommend that the note prepared by the East Indian Railway (see Annexure A) be forwarded to the Railway Board with the representation that railways at present suffer serious liabilities outside their duties as carriers in that they are subject to claims for loss, or damage to goods left in their custody beyond a reasonable time after arrival at destination. While Railways are prepared to accept responsibility up to a reasonable time after arrival, which, it is suggested might be 24 hours, they consider that they should thereafter be specifically relieved from liability for loss or damage.

The Sub-Committee recommends that the Conference should pass a resolution that *the Railway Board be addressed* in terms of the Sub-Committee's report.

Subject No 57.

Grant of free quarters for Subordinate Railway Staff—The Sub-Committee read letter No 2399-R E, dated the 29th of July 1908, from the Secretary, Railway Board, and after full discussion and consideration resolved to recommend the adoption by the Conference Association of the following resolution That,—

The general principles so far observed with which the Conference are in accord, have been that those of the subordinate staff who under ordinary circumstances of work are liable to be called upon at any time without notice to attend to the business of the Railway, have been given free quarters

The Conference consider that the lists given in the Public Works Department Code, Volume I, Chapter VIII, are liberal and that no additions are necessary. When however concessions in excess of those lists have been given on any Railway they need not be withdrawn

The concession of free quarters to running shed foremen generally is not recommended

Wednesday, 30th September 1908.

Subject No 58.

Issue of first class Return Tickets to hill stations at concession fares during the hot weather.

The Committee consider that a concession of return tickets—

(a) for a period not exceeding one month at $1\frac{1}{2}$ single fares,

(b) for a period not exceeding 14 days at $1\frac{1}{2}$ single fares,

would probably encourage first class traffic to the hill stations during the hot weather, but they consider that this is not a matter for a Conference Resolution and that the grant of any such concession should be left for settlement to individual Railways. They therefore recommend that the Conference should pass the following resolution That,—

The Conference is not prepared to make any recommendation on the subject.

Subject No 64.**Rates and conditions for the carriage of coal.**

The Sub-Committee recommend the following resolution for the acceptance of the Conference. That,—

For the purposes of division of coal freights under Railway Board's Circular R T 29, dated 28th August 1905, the actual distance by the shortest route should fix the charge for the public, the mileage for the purpose of division between railways should be the sum of the mileages credited to each railway in division.

Subject No. 66.**Reserved accommodation for high officials**

1. The Sub-Committee after considering all the correspondence came to the conclusion that the orders contained in paragraph II of the Schedule accompanying Government of India Circular P W D. No X-Railway, dated 4th September 1901, and the list in paragraph 4 of Home Department Resolution No 1564-1584 of 9th July 1908 give the complete list of officials and Inspecting Officers entitled to have reserved carriages hauled for them and that no other officials of Government are entitled to the provision and haulage of reserved carriages. The Committee further consider that the orders contained in paragraph 3 of Railway Board's letter No. 1705-R C of 17th September 1908 cover the case of reserved compartments and the cutting off from trains of carriages containing such compartments, as it is understood that each officer entitled to a reserved compartment will be supplied by Government with authority to requisition a reserved compartment.

2. The additions lately sanctioned by Government to the list of officers entitled to reserved carriages, and the orders that these vehicles should be bogies, are, in the opinion of the Sub-Committee, likely to constitute a heavy tax on Railways, especially as the privileged officers will travel principally in the cold season, when trains are full, and will doubtless desire to be accommodated in mail trains.

The Sub-Committee recommends the following resolution for the acceptance of the Conference. That,—

The Conference resolve that a copy of the report of the Sub-Committee on this subject should be transmitted to the Railway Board with the object of ascertaining if the views expressed in paragraph 1 are correct and of bringing to notice the heavy demand entailed in railways in connection with the haulage of these carriages on mail trains

Thursday, 1st October 1908

The proceedings of 29th and 30th September were read and confirmed

Subject No 55.**Calculation of contributions payable by Railways to their Provident Funds.**

It is pointed out that at present the calculation of bonus is made on the results of working during each calendar half-year separately, and that under this system members of Provident Institutions are liable to receive less on their contributions for the year than if the contributions were based on the result of a complete year's working.

The Sub-Committee recommend the following Resolution for acceptance of the Conference That,—

The above facts be represented to Boards of Directors and to the Railway Board with the request that Railway contributions to the Provident Fund may be permitted to be calculated on the earnings of each system for the whole year, contributions being paid half-yearly as heretofore, and any surplus from the first half-year after providing 100 per cent on subscriptions being carried over into the second half year

ANNEXURE A TO PROCEEDINGS OF SUB-COMMITTEE NO 1

Note by the Agent, East Indian Railway.

Responsibility of railways for goods left in their possession at destination

During the early part of 1906 there were several cases of fire in the inwards sheds at Howrah Goods, and, acting on the advice of the Company's Solicitors, the claims for compensation were settled out of Court. In regard to none of the fires was the cause definitely ascertained. The Board of Directors in connection with these fires, expressed the following opinion —

"The position of the Company, when it is left in possession of goods, not because it consents to take care of them, but because the consignee either cannot or will not take delivery of them after they have been carried, does not properly place it in the position of a bailee for hire, though that may possibly be its position in the eye of the law. The charge for demurrage made on goods left in the sheds is rather intended to prevent delay on the part of consignees in taking delivery of their goods, than to compensate the Railway Company for the trouble and expense to which they are put in retaining charge of them. As a matter of fact the Company notifies now on its printed receipts that they cannot accept any responsibility when the goods are left at the stations for more than 24 hours after their arrival at destination, and that warehoused goods are only kept at the owner's risk. This notification, however, is of no legal effect, as, under Section 72 of the Railway Act, such an agreement between the railway and persons consigning goods to it for carriage requires the approval of the Governor-General in Council, and that approval, though applied for has never been given. You are accordingly requested to consider whether the subject might not be revived at the next meeting of the Conference Association, and an equitable settlement solicited from the Government. It seems only fair if a consignee neglects to take delivery of his goods within a reasonable time after the contract of carriage has been completed, that they should lie at his risk and not at the Company's, whose interest and desire it is to deliver them as soon as may be after they have been carried to destination. It is probable that one or more other railways may be in the like position with this Company, and willing to co-operate with you in seeking relief from a position which, as shown in this case, lays an onerous obligation on it that it has never of its free will undertaken."

2. The question of the responsibility of railways in this country for goods left in their possession after expiry of the free time has been raised before. The form of railway receipt in use on the East Indian Railway bears the following notice, amongst others, on the back —

"The Company's responsibility for all goods will be considered to have terminated when 24 hours have expired after arrival at the station to which they are consigned. They will afterwards be at the owner's risk, and in all cases where goods are warehoused by the Company, they will be at owner's risk."

3. The legality or otherwise of this notice was in 1891 referred to the late Mr J. T. Woodroffe, sometime Advocate General of Bengal. His opinion appears to be summed up generally in the following sentence —

"I am of opinion that their responsibility as carriers is not determined on the arrival of those goods at the station for which they were booked, but that the Railway Company are on such arrival bound to take as much care of the goods bailed to them, as a man of ordinary prudence would under similar circumstances take of his own goods of the same

bulk, quality and value as the goods bailed at such station until delivered or the provisions of Section 56 have been put in force, and consequently that an agreement in compliance with Section 72 is necessary in order to protect the Company from liability for loss, etc., during the period above indicated of goods delivered to them to be carried after the transit from station to station is over in the event of their not taking during such period the amount of care therefor described in Section 151 of the Indian Contract Act."

Mr. Woodroffe also stated that, in his opinion, the notice endorsed on receipts containing the aforementioned condition as to non-responsibility for goods 24 hours after arrival is not an agreement within the meaning of Section 172 (Section 72 of the Railway Act?) but is merely what it purports to be, a public notice, and as such it could not be sanctioned by the Governor-General in Council

4 At the meeting of the Indian Railway Conference Association of 1888, *vide* Resolution No. 77, the desirability of uniformity in the conditions to be printed on goods consignment and receipt notes was considered, and with the Secretary's letter No. 391, dated 18th July 1891, samples of the forms then in use on State Railways, which also contained in the goods receipt notes a clause limiting the State Railways' responsibility to 24 hours after arrival of the goods at destination, were circulated, and the different Railways, parties to the Association, asked for an expression of opinion as to what alterations and modifications in the forms were considered necessary. The matter was then very thoroughly gone into at the meeting of the Conference held in 1893. At this meeting revised forms of goods consignment and receipt notes were drawn up and, *vide* Resolution No. 38, it was agreed to refer them to the Government of India for sanction. The revised forms of both consignment and receipt notes bore a clause limiting the responsibility of railways for warehousing goods for more than 48 hours, and it was so arranged that this clause appeared as an agreement on the front of the consignment note above the signature of the sender. Resolution No. 23 of Sub-Committee, *vide* Appendix W. to the Minutes of the Proceedings, recorded the following note in support of the necessity for retaining the condition which it had been agreed to insert on the goods consignment and railway receipt notes —

"Railways are carriers, not warehousemen. For the convenience of their constituents, they warehouse the normal traffic, as far as practicable, for a reasonable time, and for the same reason, warehouse further traffic to the full extent that their circumstances admit; but it should be on the clear understanding that they are in no way bound to do this, and that such warehousing is at the risk of the owner if he elects to leave his property on the premises of the railway after its duties in connection with the carriage of the same has ceased."

"It is necessary, however, that railways should have the power to absolutely refuse to do this warehousing beyond a reasonable time and if necessary, to clear their premises of such property at the risk and expense of the owners, otherwise their usefulness as carrier may be paralyzed by their stock and terminal stations becoming blocked, and the railway rendered unable to discharge its first duty as a public carrier."

"That the railways should have such powers is clearly desirable in the interests of the public as well as of themselves."

"Not only may they be paralyzed by the stock and offices being blocked, but also undue preference is given to the first occupiers of the available space. New traffic coming in and fairly entitled to reasonable accommodation for its reception and removal by the consignee is shut out, delivery has to be offered at other than at the usual depots, and the consignments have to be dealt with possibly in the open, and this because the first consignees have deliberately misused the accommodation provided by the railway."

“ High warehouse charges are no effectual remedy in such cases ”

“ The railway requires the accommodation, it does not wish to make money out of what is not its regular business. Moreover, such blocks, when they do occur, are generally with goods of low value which cannot bear any heavy charges. If such charges are made the goods are thrown on the hands of the railway, and must remain there until the formalities of the Railway Act have been attended to and the goods disposed of by auction, long before which time serious loss may have occurred in other ways ”

“ It is not proposed to exempt railways entirely from the liability which any person has in connection with the property of others, of which property he has accepted charge, and no railway is likely to do anything but the best it can under the special circumstances for the property of its constituents, but it requires to be clearly recognized that a railway is not a warehouse, and that what it does endeavour to provide in the way of accommodation after a reasonable time for delivery has elapsed, is provided on behalf and at the risk of consignees who of their own will and deliberate purpose leave their goods on the hands of the railway after the object for which the Railway accepted them has been attained ”

5 The Government of India, however, were unable to accept the forms drawn up by the Indian Railway Conference Association, *vide* P W D Circular No 9-Railway, dated 14th May 1895. Government held that a consignor cannot be required to submit to any conditions which require his signature since he has a right to have his goods carried on the terms of the Indian Railway Act provided he tenders a consignment note giving the particulars mentioned in Section 58 (1) of the Act. Government stated that if it was desired to impose more stringent conditions, reasonable concessions, having regard to the conditions imposed, must be made by the railway and that in the latter case some form of risk note, as contemplated in Section 72 (2) of the Act should be used. The draft forms as submitted by the Conference were revised and fresh forms were issued with this Circular. The Consignment note form as approved by Government merely required the consignor to certify to the correctness of the particulars entered therein attention being drawn by a footnote to a public notice, printed on the back of the form, which contained such of the conditions, proposed by the Conference with respect to the receiving, forwarding and delivering of goods, as were not inconsistent with the Railway Act. It was stated that conditions which were not covered by the Act had been omitted, and the goods receipt note and the other forms had similarly undergone revision where necessary. All reference limiting a railway's liability for warehousing goods was eliminated. The East Indian Railway then pointed out to Government that in the circumstances, there seemed to be no object in our changing from our forms then in use, which were generally convenient, and Government agreed to our retaining them, *vide* their P W D letter No 577-R T, dated 27th July 1896. In this letter Government noted that the East Indian Railway form of receipt note, which is practically the same as that originally sanctioned for the State Railways, contained a condition purporting to exempt the Company from liability for goods 24 hours after arrival, and remarked that as this condition had not received the sanction of the Governor-General in Council, the notice would not attain the object desired and would most probably be held to be of no effect by the law courts.

6. In the same letter Government added that it was believed that the matter of limiting a railway's responsibility for warehousing goods could be satisfactorily provided for by the issue of rules regarding warehousing under Section 47 of the Indian Railways Act and that this matter would be taken in hand immediately. The Government of India then addressed the Secretary of the Indian Railway Conference Association in their P. W. D. letter No 869-R T, dated 3rd November, 1896, circulated with the Secretary's letter No. 31, dated 28th May 1897, and asked him, in consultation with Railway Administrations, to frame revised rules for regulating the terms and conditions on which railways come to warehouse and retain goods on behalf of the consignee or owner. In their letter Government stated that they had been advised that it is just to fix a reasonable period on the

expiry of which, after the arrival of goods, the Railway Administration should be held to have discharged its obligation as carriers, and to be free from all further responsibility, with respect to the goods *unless certain charges are paid*. In this letter the Government of India went on to say —

“It is understood that the main difficulty in connection with warehousing is that at certain stations although a large amount of shedding may be provided, consignees leave their goods beyond a reasonable time, thus occupying sheds to the detriment of later arrivals, and blocking railway premises. It may thus sometimes happen that a railway would prefer to incur no responsibility for goods so left after their period of responsibility as carriers has terminated and the power to warehouse should, therefore, be left entirely optional for Railway Administrations to exercise or not as they may find necessary and convenient.”

“The Government of India recognise that the same rules might not be suitable for all railways, or all stations, but they believe that rules drafted on the above lines with modifications to meet the requirements of particular stations, might meet the majority of cases.”

With his letter No 31 the Secretary to the Conference Association submitted a long note on the matter and also some draft rules. Clause 4 of these draft rules is extracted below —

“All goods not removed from Railway premises within 48 hours of closing time of the day on which they are received, will be warehoused at owner's risk either under cover or in the open, as space may be available and will be liable to a wharfage or warehousing charge of 3 pies per maund for 24 hours or portion of 24 hours thereafter.”

We referred these draft rules to Messrs Morgan & Company, our Solicitors, and their opinion will be found in their letter No. 9224, dated 5th September 1899 — it is to the effect that as the Railway Act stands Railways cannot limit their responsibility for warehousing and retaining goods and that to deal effectually with the question it is most desirable that the provisions of Section 54 should be extended. The matter was then discussed at the Conference of 1899 when the draft rules drawn up by the Secretary were modified. Clause 4 was revised as follows —

“For goods of every description available for delivery, a wharfage charge at the rate of an anna per maund per day may be made if the goods are not removed from railway premises before closing time of the following day. The goods will be warehoused at owner's risk either under cover or in the open as space may be available.”

The draft rules were submitted to Government and appear to have been more or less accepted. But the rules drawn up finally by the different railways went so far beyond the rules drawn up at the Conference that Government decided to frame a set of rules which might be generally applicable and the principle was adopted of fixing certain minimum free times and certain maximum rates, leaving railways free to regulate their charges within these limits according to local circumstances. The rules drawn up by Government were issued under Government of India, P W D Notification No 231, dated 3rd July 1902, *vide* the Gazette of India of the 5th idem. Clause 3 is extracted below —

3 (1) A wharfage charge may be levied in respect of all goods not removed from Railway premises before closing time of the day following that on which they are made available for delivery.

3. (2) The charge referred to in sub-rule (1) shall not exceed per day or part of a day one anna per maund or part of a maund calculated. * * *

3 (3) The goods will be warehoused either under cover or in the open as space may be available

It will be seen that there is not a word here limiting the responsibility of railways for goods retained after a reasonable time. Clause 10 however provides that—

“ If and for so long as the state of the traffic or any sudden emergency makes it necessary, and after advertisement in the local news papers the rate of demurrage or wharfage may be increased and the free time curtailed ”

The Conference Association is asked to consider whether further endeavour should be made to secure immunity from responsibility in the warehousing of goods when a reasonable time has elapsed after arrival of the goods

APPENDIX J.

(See Resolutions Nos 89 to 106)

Proceedings of Sub-Committee No. 2.

CHAIRMAN.

Mr A M CLARK . *Traffic Manager, Bengal-Nagpur Railway*

MEMBERS

Mr L C. D. BEAN ... *Offg. Traffic Superintendent, North-Western Railway*
 „ J. CALDWELL ... *Acting Senior Assistant Auditor, East Indian Railway.*
 „ W. C. GAYE ... *Traffic Manager, H H the Nizam's Guaranteed State Railway.*
 „ F. W. HANSON ... *Acting General Traffic Manager, Bombay, Baroda and Central India Railway*
 „ A R JACOBSON .. *Offg Traffic Superintendent, Oudh and Rohilkhand Railway*
 „ F. D KIERNANDER ... *Traffic Superintendent, Eastern Bengal State Railway.*
 „ A MUIRHEAD .. *General Traffic Manager, Great Indian Peninsula Railway*
 „ T. ROYLE ... *Traffic Superintendent, Rohilkund and Kumaon Railway*
 „ A HYDE WOLLASTON *Chief Examiner, North Western Railway*

SECRETARY

Mr C V BLISS .. *Offg Traffic Manager, Bengal and North Western Railway*

Monday the 21st September 1908

SUBJECT NO 1.

Payment of a commission to Companies collecting freight

The Sub-Committee are of opinion that commission should not be paid and propose the following draft resolution for adoption by the Conference —

That no commission be paid for the collection of freight and fares on behalf of other Railways.

SUBJECT NO. 2.

Proposed abolition of charge for the carriage of revenue stores

Read Resolution No 66 of the Conference Proceedings of 1907 and Government of India's letter No 0277-R. T., dated 7th March 1890

The Sub-Committee, after considerable discussion, are of opinion that the system of making a charge for the carriage of Revenue stores should be abandoned and a ton mileage check substituted.

The following draft resolution is proposed —

That the system of making a charge for the carriage of Revenue stores be abolished and that a check by ton mileage, as laid down in Government of India letter No. 668-R.T., dated 29th September 1890, be substituted.

Tuesday, 22nd September 1908

Subject No 11.

Complaints regarding corruption and extortion among the members of the Subordinate Railway Staff throughout India

The Sub-Committee agree generally with the views expressed in paragraph 2 of Railway Board's letter No 37-R-T, dated 8th January 1890, but they consider that charges of extortion against the subordinate Railway staff are frequently only the result of a disagreement between a merchant and the Station Master or goods clerk, and that, in considering this question, allowance must be made for the universal custom in India of paying *dustoori*. Every Railway does all in its power to suppress the mal-practices complained of, but without the co-operation of the public their efforts in this direction too often prove futile. The law holds both the giver and the receiver of a bribe equally culpable and there is therefore a natural reluctance on the part of the public to come forward and give evidence incriminating themselves. The Sub-Committee consider that the posting of notices in vernacular in all goods and booking offices, warning the public against the payment of gratuities and inviting them to bring to notice all cases of the staff demanding illegal gratification would be of advantage. The employment of a larger supervising staff when necessary might also tend to reduce corruption, but the eradication of this evil is not possible without the assistance of the public concerned.

The following draft resolution is proposed —

The Conference Association recognizes the seriousness of the question and are aware that Railway Administrations have long had this matter under consideration and have constantly been endeavouring to suppress the evil. These efforts will be continued, but it is felt that the great hindrance to success lies partly in the customs of the country which affect all public bodies and largely in the want of co-operation of the public in the efforts of Railway Administrations to overcome the difficulty.

Wednesday 23rd September 1908

SUBJECT NO. 20.

Carriage of explosives for the Military Department, their custody on the journey and transfer to other railways

The Sub-Committee are of opinion that it is unnecessary for the Conference to legislate on this matter. The existing practice of railways providing their own locks and sending the keys in charge of the guard has been found satisfactory by the majority of railways.

SUBJECT NO. 22.

Carriage of bulky articles as Commercial Travellers' samples and extent to which such samples by Mail Trains should be restricted

The Committee consider that the existing rules regarding the carriage of Commercial travellers' luggage and samples by mail trains should be relaxed to the extent of allowing a maximum weight of 3 maunds to be carried by mail trains at concession rates and recommend the following addition to Conference regulation 64 (c) —

"Luggage and samples of any description up to a maximum of 3 maunds for each commercial traveller may be carried by mail train under this concession, anything in excess of this weight being paid for at full rates."

Subject No 23.

Amendment of procedure in booking horses, etc , under item 5 of the concessions quoted in Conference Regulations

The Sub-Committee recommend that the procedure and form proposed by the Great Indian Peninsula Railway be adopted

The following draft resolution is proposed —

That the revised procedure and form for booking horses, under item 5 of the concessions quoted in paragraph 53 of the Conference Regulations as proposed by the Agent, Great Indian Peninsula Railway, in his letter No 640, paragraph 2, dated 18th June 1908, be adopted.

SUBJECT NO. 24.

Rates and conditions for the carriage of copper, bronze and nickel coins.

The Sub Committee consider that the rates for the carriage of bronze and nickel coins should be the same as those for copper coins and recommend that Amendment No 1 to proposal No 28 of the Conference Proceedings of 1907 should be adopted, with the addition of the word "bronze" after "copper" in the second line

The following draft resolution is proposed —

"That the rates for the carriage of bronze and nickel coins for Government shall be the same as those for copper coins and that it shall be optional for Government to send escorts in charge of such coins When sent in charge of escort, the coin shall be carried at owner's risk and when sent without escort at Railway risk When escorts are furnished, they shall be carried free in accordance with the scale laid down in Government of India, Circular No III, Railways, of 12th March 1894."

Friday, September the 25th.

Subject No. 18,

Revised rates for the carriage of military traffic

A small committee was appointed to discuss with Major Turner of the Head Quarter's Staff the questions raised in the addendum to Subject No 18 circulated with letter No 524, dated 24th August 1908, from the Secretary, Indian Railway Conference Their report, which is accepted, by the Sub Committee, is attached as Annexure A.

Saturday, September the 26th.

Subject No. 30.

Adoption of an Uniform Telegraph Code for all Railways

The Sub Committee are of opinion that the recommendations of the Sub-Committee appointed under Resolution No 31 of the Conference Proceedings of 1906 (whose report was circulated under letter No. 501 of 27th July 1908, from the Secretary to the Conference) should be accepted and that the system of coding the names of railway stations suggested by Mr. Anderson should be adopted and gradually introduced.

Subject No. 30

The following draft resolution is proposed —

That the recommendations of the Sub-Committee appointed under Resolution No 31 of the Conference Proceedings of 1906 be accepted, and that the system of coding station names suggested by Mr Anderson, in his note accompanying the above named Sub-Committee's report, be adopted and gradually introduced, and that the same Sub-Committee be instructed to meet and draw up instructions for its introduction on different Railways.

Subject No 25.

Procedure to be followed in regard to the free allowance of luggage to passengers where only a portion has been booked at the starting station

The Sub-Committee do not consider any alteration in existing rules necessary

The following draft resolution is proposed —

"That no alteration be made in Conference Regulation 42 (b). Passengers, who have booked a portion of their luggage and received the free allowance and who are subsequently found with additional luggage, should be charged only on the weight of such additional luggage."

Subject No 26

Rates for cattle in through booking between railways.

The Sub Committee recommend that the Railway risk rates for cattle in through booking between railways be 20 per cent higher than the Owner's risk rates and suggest the following draft resolution —

That Conference Regulation 66 (b) be altered to read as follows.—" The above rates are at Owner's risk When consignments are booked at Railway risk, the charges shall be 20 per cent higher."

Monday, September 28th, 1908

Subject No 33

Alteration in the form of Passenger Tickets.

The Sub-Committee recommend that the form of ticket in use on the Eastern Bengal Railway and the Oudh and Rohilkhand Railway be adopted.

These railways' single journey card tickets of all classes are printed as under —

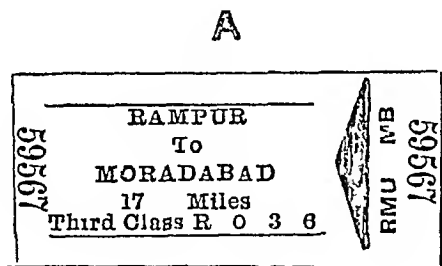


Figure 1.

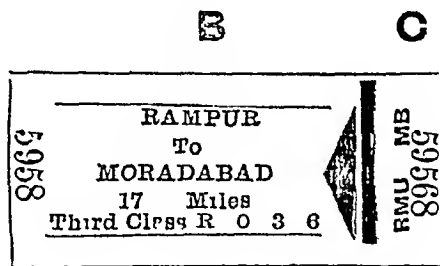


Figure 2.

- (a) When an adult purchases a ticket he will be given the whole ticket marked A, (Figure 1) on presentation of the proper fare
- (b) When a child purchases a ticket—the ticket should be divided as in Figure 2, care being taken not to cut into the Code initials in the portion marked C. The portion marked B must be handed to the child, and that marked C must be submitted to Audit in the cover of non-issued and half-tickets.

The following draft resolution is proposed —

That the form of single ticket in use on the Eastern Bengal and the Oudh and Rohilkhand Railways, as shewn in the report of Sub-Committee No 2 be adopted in through booking between railways

Supplementary subject No. 63.

Revision of Risk Note forms D and G.

The Sub-Committee are of opinion that Risk Note forms D and G should be revised so as to make the Railway liable for the loss of a complete consignment or for one or more complete packages forming part of a consignment, due either to the wilful neglect of the Railway Administration or to theft by or the wilful neglect of its servants, transport agents, or carriers employed by them

The following draft resolution is proposed—

That Risk Note forms D and G be altered to conform with forms B. and H. as regards loss of complete packages or consignments

Carriage of liquid fuel, petroleum, etc.

The Sub-Committee met Mr. Ogilvie, representing the Asiatic Petroleum Company, at 3 P.M.

Mr Ogilvie pointed out that the existing rates for liquid fuel were too high to admit of its competing on equal terms with coal, and expressed a wish that the rates should be reduced to about $1\frac{1}{2}$ times those for coal, as in Great Britain. He handed the Sub-Committee a statement compiled by him showing the comparative rates for coal, liquid fuel, kerosine oil and petrol in Great Britain and on the principal railways in India (printed as Appendix B). He stated that the price of liquid fuel is about one-quarter that of kerosine oil at the ports, and that the traffic in the present year would be about 20,000 tons. The traffic is principally in Madras and Bombay. Special tank wagons would be required for this traffic, as liquid fuel and kerosine oil could not be loaded alternately in the same tank wagon.

Mr Ogilvie then remarked on the high rates charged for the carriage of petrol, which he would like to see reduced to about $3\frac{1}{2}$ times the rates for coal, as in Great Britain. He stated that petrol is practically used only for motor-cars and that at Agra the freight was 50 per cent. of the cost at Calcutta.

The cost in Calcutta is Re 0-14-0 per gallon and the freight to Agra is Re 0-7-0 per gallon approximately. The Sub-Committee were informed that the selling price at Agra is Rs 2 per gallon.

Mr Ogilvie referred to the draft of a letter (printed in Appendix C) which he stated expressed his views and those of the Calcutta trade generally regarding the carriage of petrol.

He particularly referred to the difference between the Indian and the English forms of risk notes for the carriage of the articles under discussion, and asked that the Indian form be altered so as to relieve senders of any greater liability than that imposed by the English form. Copies of both forms are attached (Annexures D. & E). Mr. Ogilvie was informed that the Sub-Committee could not reply to him on this point as it was a matter for decision by the full Conference.

Mr. Ogilvie also touched on the rates for kerosine oil and considered that a reduction in these rates might lead to the increased use of oil engines. He also pointed out that in certain cases the rates for the longer distance were higher than those for the shorter distance. It was suggested that he should refer the matter to the railways concerned.

In conclusion Mr Ogilvie asked that the question of the trade providing their own wagons for liquid fuel and kerosine oil—more particularly for the former—might receive the consideration of railways.

Subject No 34

Revised Privilege Ticket Rules

The Sub-Committee examined the draft rules drawn up by the Secretary, Indian Railway Conference, and suggest the following amendments and additions —

RULE NO. 2 *b* —Substitute the word "*and*" for "*or*" in the second line

RULE NO 4(*c*) —Substitute—

"On the East Indian Railway the charge for Privilege tickets will be half the ordinary fares

On all other Railways the charge for Privilege tickets issued to East Indian Railway employés will also be half the ordinary fares "

RULE 5(*g*)—Add —"To obviate the difficulty in issuing a through Privilege ticket for a journey to a station on any railway beyond another railway which has not adopted the Privilege ticket rules, a remark to charge full fares over that railway will be made in the Privilege ticket order."

Note—Rule 6 —After the words "East Indian Railway" add "and by the East Indian Railway over other railways "

The Sub-Committee consider slight alterations in the form necessary and attach a specimen form showing the alterations proposed "

Revised rules for the interchange of Privilege tickets

(To be substituted for Appendix A on page 79 of the Rules and Regulations, 1908)

Privilege tickets (intermediate and third class) may be issued under the following rules to employés of Railways, parties to the Association

2 *Persons eligible—*

- (*a*) Permanent open line employés, whether on monthly or daily wages of not less than two years' service
- (*b*) The following members of the families of such an employé when residing with and wholly dependent on him—wife, children (including step children) and not more than two other dependent relatives.
- (*c*) Open line staff temporarily lent to construction are eligible, but not additional staff specially engaged for construction.
- (*d*) The staff of the Office of the Secretary to the Indian Railway Conference Association of not less than two years' service

3 *Limits of issue—*

The issue of such tickets is restricted to two return or four single journeys in any one calendar year for any employé.

4 *Fares and conditions—*

- (*a*) On all railways but the East Indian Railway, single journey tickets shall be issued at one-third of the ordinary single fare.
- (*b*) On all Railways but the East Indian Railway, double journey tickets shall be issued at two-thirds of the ordinary single journey fare
- (*c*) On the East Indian Railway, the charge for Privilege tickets will be one-half the ordinary fare.

On all other Railways the charge for Privilege tickets issued to East Indian Railway employés will also be one-half the ordinary fares,

- (*d*) Children over three and under 12 years, half the above fares.
- (*e*) Children under three years, free

- (f) Free allowance of luggage as for ordinary tickets excess at luggage rates
- (g) These tickets are available for the same periods as ordinary tickets
- (h) Privilege tickets are not available on mail trains
- (i) If it is desired to exchange a privilege ticket for a ticket in a higher class the full difference between the reduced fare paid and the fare of the higher class must be demanded
- (j) Railway Administrations are exempt (by reason of the special contract subscribed to by the holder on his application form) from all liability for loss or injury sustained by holders of privilege tickets from any cause whatsoever
- (k) Refunds will not be allowed on unused privilege tickets.
- (l) *Privilege ticket orders or privilege tickets are not transferable and any Railway servant improperly disposing of either is liable to proceedings under the Railway Act and to dismissal from the Railway service*

5. *Procedure for the issue of Privilege Tickets—*

- (a) Privilege Tickets must be applied for on the prescribed form (Specimen attached) on the reverse of which is contained the Privilege Ticket Order. The issuing officer is responsible for seeing that all the information required on the form including the certificate at foot, to be signed by two responsible employes is correctly filled in
- (b) The forms must be supplied only to Agents or Managers, Heads of Departments or their Deputies by whom only can such orders be issued
- (c) The "Order" will be exchanged at the Booking office for ordinary card tickets and must be signed by the holder in the presence of the Booking Clerk. The tickets will have the word "*Privilege*" written or stamped upon them.
- (d) The order is available for 14 days from date of issue.
- (e) Every order must be stamped with the seal of the office of issue without which it must not be accepted at the Booking office
- (f) The order must be presented at the Booking office at least 15 minutes before the booked departure time of the train by which the holder intends to travel
- (g) One order only must be issued for the through journey which must commence or terminate at a station or junction of the home line. To obviate the difficulty in issuing a through privilege ticket for a journey to a station on any railway beyond another railway which has not adopted the privilege ticket rules, a remark to charge full fares over that railway will be made in the privilege ticket order.
- (h) A less number of tickets than that shewn on the order may be issued provided the actual number received is certified by the holder on the face of the order

6. *Procedure in accounting for Privilege Tickets—*

- (a) A monthly return of Privilege Ticket Orders issued will be submitted by each officer authorised to issue them, to his Audit Department
- (b) When the order is available from a junction and covers no portion of the Home line, a special return of such orders will be sent by the Audit Office of the issuing Railway to the Audit Office of the Railway on which the journey commences.
- (c) The Privilege ticket orders will be submitted by the Booking Clerk to Audit attached to the passenger classification in which the tickets issued against them are accounted for
- (d) The orders will be attached by Audit Offices to the Division sheets exchanged between Railways in support of the reduced fares apportioned

NOTE—It is agreed that the number of Privilege Ticket Orders to be issued by other Railways over the East Indian Railway and by the East Indian Railway over other Railways, shall be restricted to a certain maximum to be fixed in consultation with each Railway

Application for Privilege Ticket.

I hereby apply for ^{ticket}/_{tickets} as below, subject to the Railway's regulations and conditions relating to Privilege Tickets, and declare that ^{it is}/_{they are} for the use of the ^{person}/_{persons} mentioned below, and I hereby agree to indemnify the Railways over whose lines the same ^{is}/_{are} available against any claims made upon them by or on behalf of any person using such tickets

Description of persons for whom tickets are required	Number of tickets required	Class	Single journey or return	From	To	Railway	Date required for
For self 							
For wife 							
For mother, sister, minor brother or children, 12 years of age and over but under 18 years living with and wholly dependent upon the applicant }							
For child or children under 12 years of age 							

Signature of applicant.

Station employed at _____ occupation _____

Department _____

We certify that, to our knowledge, the parties for whom privilege ticket orders are required are as described above.

1. Name _____

Designation _____

2. Name _____

Designation _____

Application for Privilege Ticket.

I hereby apply for $\frac{\text{ticket}}{\text{tickets}}$ as below, subject to the Railway's regulations and conditions relating to Privilege Tickets, and declare that $\frac{\text{it is}}{\text{they are}}$ for the use of $\frac{\text{person}}{\text{persons}}$ mentioned below, and I hereby agree to indemnify the Railways over whose lines the same $\frac{\text{is}}{\text{are}}$ available against any claims made upon them by or on behalf of any person using such tickets.

Description of persons for whom tickets are required.	Number of tickets required	Class	Single journey or return	From	To	Railway	Date required for
For self 							
For wife 							
For mother, sister minor brother or children of 12 years of age and over but under 18 years, living with and wholly dependent upon the applicant							
For child or children under 12 years of age ...							

Signature of applicant.

Station employed at _____ occupation _____

Department _____

We certify that, to our knowledge, the parties for whom privilege ticket orders are required are as described above.

1. Name _____

Designation _____

2. Name _____

Designation _____

Privilege Ticket Order (not transferable).

[This order must be exchanged for a ticket at the Booking Office before commencing the journey, otherwise the full ordinary fare will be charged. It must be presented to the Booking Clerk not less than fifteen minutes before the train is due to leave the station. No portion of this order should be detached and any erasure, alteration or omission to fill in the blank spaces, will cancel it. The Booking Clerk in such cases must refuse to issue a ticket in exchange for the order but retain and forward it to the Issuing Office with a report.]

To The Station Master at _____ Station _____ Railway

Issue to _____ the undermentioned intermediate or third class privilege single or return journey tickets at one-third or two-thirds respectively of the ordinary single journey fare *. Not available by mail train

Description of persons for whom tickets are required	Number of tickets required	Class	Single journey or return	From	To	Railway.	Route	Date required for
For self								
For wife								
For mother, sister, minor brother or children of 12 years of age and over but under 18 years living with and wholly dependent upon the applicant								
For child or children under 12 years of age								

I hereby certify that the Railway servant whose signature appears on this application is entitled to receive privilege tickets to the number shown above, and I authorise the same to be delivered to him upon his paying the price thereof

* This order is available for _____ (enter period)

Signature and designation of Issuing Officer.

Office Stamp

Date _____ 190 .

Received _____ full and _____ half tickets.

Signature of person presenting the ticket order, to be signed in the presence of the booking clerk.

Signature of the booking clerk.

N.B.—1 Privilege Tickets are issued on the express condition, that their acceptance and use are to be taken as evidence of agreement, that the Railway over whose lines the tickets are available are not to be held liable to the holder or to his or to her representative for loss of life, injury or delay or loss of or damage to property however caused

2 Privilege tickets issued under the authority of this order are available for use only by the person in whose favour they are given. Should any improper use be made either of this privilege ticket order or of a privilege ticket issued under its authority the Railway servant to whom the order is given will be liable to proceedings under the Railway Act and to dismissal from railway service, and any person using a privilege ticket who is not entitled to do so will be liable to prosecution

3 Where the employé himself is included in the ticket order he should invariably present the order personally at the booking office and sign it in the presence of the booking clerk

4 The booking clerk must compare the signature of the employé in the ticket order with that of the application form and if the signatures do not agree must not issue tickets at reduced fares

5 Privilege ticket orders must be serially numbered by the issuing office and stamped with the issuing office stamp before issue

NOTE—On the East Indian Railway the charge for Privilege tickets will be one half the ordinary fares. On all other Railways the charge for Privilege, tickets issued to East Indian Railway employés will also be one half the ordinary fares

Sub-Committee No 2

ANNEXURE A.

Report of the Sub-Committee appointed to meet Major Turner of the Army Head-Quarters Staff and discuss the revised rates for the Carriage of Military Traffic.

CHAIRMAN

Mr A M CLARK, *Traffic Manager, Bengal Nagpur Railway*

MEMBERS.

Mr C V BLISS, *Offg Traffic Manager, Bengal and North-Western Railway.*

„ J CALDWELL *Ag Senior Asst. Auditor, East Indian Railway*

„ W. C. GAYE *Traffic Manager H H. the Nizam's Guaranteed State Railway.*

„ F W. HANSON *Ag General Traffic Manager, Bombay, Baroda and Central India Railway*

This Committee met Major Turner, Deputy Assistant Quarter Master General, at 3 P. M. on Friday, the 25th September 1908

Major Young, Deputy Secretary, Military Finance, was also present

The points for discussion as printed in the addendum to Subject No. 18 were dealt with *seriatim* and the following are the conclusions arrived at —

Subject	Recommendations of the Sub-Committee	Remarks by Major Turner
1 Proposed modifications of conditions No 5 (a) (b) and 7 (a)	The Sub Committee can recommend a modification of conditions 5 (a) (b) and 7 (a) only on the terms mentioned under Subject 8 below On despatching lines, where the hauling capacity is less than the present minimum fixed, increased expenditure is incurred owing to heavy gradients, which are the cause of the reduction in hauling capacity, and the minimum cannot be reduced without undue loss to those lines Connecting lines might also suffer a loss by being required to haul short trains at unremunerative rates	Accepted
2 Right of Military Department to load up to marked public carrying capacity		The Military Department ask that where there is a break of gauge they may be allowed to rebook at the Junction and agree, if this is conceded, that they will load up to the military carrying capacity only in ordinary peace movement The Sub-Committee recommend that this be agreed to
3 Reconsideration of rate for metre gauge bogie passenger stock	Recommended that the rate for 6 wheelers shall be $1\frac{1}{2}$ times the rate for 4 wheelers and the rate for bogies double the rate for 4 wheelers both for broad and narrow gauge NB—The Bengal and North-Western Railway and the Rohilkhand and Kumaon Railway dissent from this proposal, as regards the proposed rate for bogie stock.	Accepted

Subject	Recommendations of the Sub Committee	Remarks by Major Turner												
4 Right to claim free passage for two attendants with wagons of live stock	Recommended that this be conceded	Accepted												
5 Whether the Railway staff are to handle small consignments of Military stores loaded with other goods and what constitutes "small consignments"	Recommended that where the 1 pie rate is charged the handling shall be done by the Railway and where the vehicle rate is charged the handling shall be done by the Military Department	Do												
6 Is the 1/3rd pie per maund rate inclusive of terminals.	Recommended that where the 1/3rd pie rate is charged a terminal shall not be levied	Do												
7 Charges to private Military Sidings	Recommended that condition 8 (d), viz, that "the vehicle rate shall always be charged on consignments booked from private Military sidings" shall also apply to consignments booked to private Military Sidings													
8 Proposal to reduce minimum number of vehicles for troop trains from 16 to 8	Recommended a reduction in the minimum number of vehicles for troop trains be granted on the following conditions — <table><tr><td>—</td><td>Standard gauge</td><td>Metre gauge</td></tr><tr><td></td><td>Rs A P</td><td>Rs A P</td></tr><tr><td>Per 4 wheeled wagon per mile on minimum of 10 vehicles</td><td>0 6 6</td><td>0 4 6</td></tr><tr><td>Each additional 4 wheeled vehicle</td><td>0 4 6</td><td>0 3 0</td></tr></table> 5 wheels and bogies to be counted and charged for as suggested in recommendation 3 above	—	Standard gauge	Metre gauge		Rs A P	Rs A P	Per 4 wheeled wagon per mile on minimum of 10 vehicles	0 6 6	0 4 6	Each additional 4 wheeled vehicle	0 4 6	0 3 0	The Military Department prefer to adhere to the present minimum number of vehicles for special trains and to the vehicle mileage rates as revised under Subject No 3
—	Standard gauge	Metre gauge												
	Rs A P	Rs A P												
Per 4 wheeled wagon per mile on minimum of 10 vehicles	0 6 6	0 4 6												
Each additional 4 wheeled vehicle	0 4 6	0 3 0												
9 Execution of risk notes	The Sub-Committee understand that the Military Department will issue a general order to the effect that the rates for Military traffic are owner's risk rates. Recommended that the Railways shall notify that the execution of risk notes for military traffic carried at concession rates is not necessary	Agreed to												
10 Calculation of charge over Railways not parties to the concession rates	Recommended that traffic should be rebooked at Junctions with such Railways	Accepted												
11 Special siding charges	Recommended that instead of special charges over sidings being levied, rates should be calculated on an additional mileage of 5 miles for each siding	Accepted												
12 Charges for ferry service	Recommended that instead of ferry charges being levied, rates should be calculated on an additional mileage of 25 miles for each ferry	Accepted with the proviso that all goods and baggage shall be handled by the railway concerned												
12.(b) Computation of charges in case of break of journey by ferry	Recommended that computation of charges for the portion of the journey beyond the ferry shall be based on the number of vehicles which brought the traffic to the ferry	Accepted												
13 Computation of brakevans	Recommended that only one brake van shall be provided free for the carriage of baggage and if additional brake vans are attached for Railway purposes they shall not be charged for unless utilised for baggage. Example 3, paragraph 10 of India Army Order No 625 is correct	Do												

Subject	Recommendations of the Sub Committee.	Remarks by Major Turner
14. Charge for specially constructed vehicles	Recommended that the vehicle rate shall apply to specially constructed vehicles such as ambulance and hospital carriages, powder vans and goods vehicles specially fitted for elephants, etc, but not to reserved saloons occupied by high officials for which the special rates sanctioned by Government, <i>vide</i> Circular No 10 Railway, Public Works Department, dated 14th December 1907, will apply	Accepted
15 Foreign vehicle hire and demurrage	Recommended, in lieu of the Military Department being debited with hire incurred on vehicles running on foreign lines that the vehicle rate shall be increased by 3 pies per vehicle per mile for the distances run loaded on foreign lines Demurrage if incurred will be paid for by the Military Department	Do
16 Total charges to be paid for by Government	Condition 11 (2) requires that in the case of troop trains total charges must be paid by Government Recommended that this shall apply to despatches by ordinary train also	Do
17 Soldiers' dogs	Recommended that dogs be included in the vehicle rate, i.e. that they be carried free	Do
18 Charges for kerosine oil	Recommended that kerosine oil be charged as goods traffic at concession rates	Do
19 Goods in bulk	Recommended that the words "uppressed in bags" be deleted from condition 8 (c)	Do
20 Military Works Stores	The Sub Committee are unable to make a recommendation on this point and leave the decision entirely to the full Conference It is recognised that the inclusion of Military Works stores in the concession rates would be a convenience to the Military Department and if it were possible to ensure that all such stores, without exception, would be carried at the concession rates, and that advantage would not be taken of Tariff rates, where these were lower, the proposal might be agreed to The Sub-Committee however do not see how the interests of railways could be safeguarded if Contractors tendered stores to the Military Department at receiving station, and it seems probable that the concession rates would be taken advantage of by contractors only where it was to their advantage to do so	The Military Department are prepared to drop the question for the present
21 Application of Military rates to Imperial Service Troops	Recommended that the Military rates shall apply to Imperial Service Troops when these troops are being moved at the expense of the Government of India	Accepted
22 Extension of Military concessions to Military Police and Imperial Service Troops	This question is being dealt with by another Committee	
<i>Proposed amendments to I, A O, No 625, Paragraph 1, last clause, add "Umballa Kalka section of Delhi Umballa-Kalka Railway, double the vehicle rates; are chargeable on this section. Add also, Hill section of Assam Bengal Railway Badarpur mile 253 to Lumding 364.</i>	The Sub-Committee leave this question to the full Conference	

Subject	Recommendations of the Sub Committee	Remarks by Major Turner.
Paragraph 3 Add the words " Standard and metre gauge bogies being counted as 2 vehicles "	Recommended that this paragraph shall be altered as follows —The minimum number of vehicles to be paid for under the new rules for troops special trains shall be sixteen 4 wheelers, bogies to count as 2 and 6 wheelers as 1½, brakevans included in this number will be charged for at the vehicle rate N B — <i>This paragraph will require further alteration if the suggestions made under subject 8 above are accepted</i>	Accepted
Paragraph 5 As small parties may include those not subject to the Army Act and chargeable at tariff rates the words " or tariff should be added before the words " rates " in the 4th and 17th lines and the words " individuals " be substituted for the words " men in the 15th line "	Recommended that the proposed alteration be made.	Ditto.
Paragraph 9 (b) and N B III (b) of the schedule of rates attached thereto prescribe different scales of free allowance of luggage for individuals charged at tariff rates and contract rates, but paragraphs 6 and 7 at page 123 and paragraph 6 (b) at page 132 of the Conference Proceedings of 1907 are understood to prescribe an uniform scale of 20 seers to all individuals travelling under warrant whether charged at contract or tariff rates It is to be decided which is correct	Recommended that an uniform scale of 10 seers shall be allowed free to all individuals travelling under warrant whether charged at contract or tariff rates, this to apply to officers also	Ditto.
For the same reason paragraph 132 (b) of India Army Regulations as revised by Appendix to India Army Order, which states that officers and others when travelling independently of troops at contract rates will be allowed one maund of baggage each free of charge also requires consideration		
Paragraph 14. Suggest that the words " Military Officers " should be substituted for " Government Official " in this paragraph where they occur	Recommended that the words " on account of the Military Department " be added after the words " Government Official "	Ditto
N B —At page 585 " All Military stores carried at vehicle rate shall be at Government risk " The words " and the small consignment rate of ¾ pie " should be inserted	Recommended that the proposed addition be made	Ditto
24 Proposal of the South Indian Railway to reduce number of troop carriages by mail train to one	Recommended that the South Indian Railway be requested to make a separate representation to the Military Department regarding their case	No remarks
25 Paragraph 10 of India Army Order No 625 states the Military Department will indent for the number of vehicles required, but paragraph 185 of the India Army Regulations, Volume X, as revised by Appendix to India Army Order states Railways will be informed of weight of baggage and they will calculate number of vehicles required at ¾ths the carrying capacity of each vehicle It has to be settled which rule is to be adhered to	Recommended that paragraph 10 of India Army Order No 625 be altered to conform to paragraph 185 of India Army Regulation No 10.	Accepted.
26 Rates for baggage accompanying small bodies of troops	Paragraph 7 (b) of the rates and conditions for the carriage of Military traffic already lays down that the ¾ pie per maund per mile rate should be charged Recommended that a minimum charge of Rs. 0-4 0 should be fixed	Accepted.

The Military Department wish that these rules and rates and the proposed revisions should be considered as experimental for one year commencing from 1st January 1909.

A. M CLARK,
Chairman

H H TURNER, Major,
Deputy Assistant Quarter-master-General.

ANNEXURE C

To the Report of Sub-Committee No 2

Letter from Calcutta Oil Firms addressed to the Chairman, Railway Board

We the undersigned Companies dealing in Petrol or Dangerous Petroleum, desire to call your attention to the unduly burdensome nature of the Risk Note D which we at present are obliged to sign in order to secure the minimum freight at owner's risk on our despatches of Petrol up-country

We submit that this Risk Note D indemnifies the Railway Companies from risks which they ought themselves to take and forces consignors to take risks for which carriers alone ought to be responsible

Before receiving Petrol or Dangerous Petroleum for transport, the Railway Companies demand certain conditions to be fulfilled. These conditions limit the size of packages, prescribe the material and the strength thereof from which packages should be made, insist upon an air space to allow for expansion of the liquid, etc., and demand a guarantee from the consignor that these conditions have been complied with. They are at liberty even after these conditions have been complied with, to refuse to carry any package which they consider is in any way defective. Presumably these conditions are enforced to render the carriage of Petrol as safe as possible, and if they are carried out there should be very little risk. Their due fulfilment should, therefore, we consider absolve the consignor from further responsibility

English Railway Companies realize this and their risk note (attached) apportion the risk between consignors and carriers in an equitable manner.

Under the English Risk Note, consignors bear the risk of any accident due to their non compliance with regulations, and carriers bear the risk if it can be proved that the injury or damage is due to the wilful neglect of their servants

Under the Indian risk note consignors have to accept responsibility for any consequence to the property of the Railway administration, or to the property of other persons that may be in the course of conveyance which may be caused by the explosion of or otherwise, by the said consignment.

In the case of a consignment under risk note Form D, supposing that a Railway servant strike a match inside the wagon containing petrol and a fire ensues destroying property of the Railway Company as well as of the consignor, not only does the consignor get no compensation, but he actually has to pay the entire expenses of all damage to the Railway Company's property or to the property of other consignors

The same occurs if the Dangerous Petroleum is ignited during a collision

It is of course, open for us to despatch Petrol at Railway Risk, but so long as the Railway accept Petrol at owner's risk from any consignor, European or Native, regardless of his ability to fulfil obligations incurred by the signing of Risk Note D, it would obviously be impossible for us to compete in up-country markets with such individuals who having nothing to lose when they send petrol at owner's risk

On the other hand, if despatch at Railway risk with its present rate were made compulsory to all consignors the price of Petrol in up country markets would restrict the use of motor cars and would raise a very legitimate protest from the consuming public

We draw your particular attention to the fact that the trade in Petrol is so small that the profits for twenty years would not compensate for the loss which might be incurred through a single serious accident, although that accident might have occurred by negligence on the part of the Railway staff. It seems to us therefore that unless the conditions of the Risk Note are altered the probability is that Importers will withdraw from the up-country trade and leave it in the hands of retail dealers at such ports as Bombay, Calcutta, &c., many of whom might not only be impecunious and hence incapable of making good their obligations in case of an accident, but also, having nothing to lose, could not be expected to observe the conditions of shipment with the same care as is done by the responsible firms now engaged in the trade.

ANNEXURE D.

LANCASHIRE AND YORKSHIRE RAILWAY COMPANY.

(GT384)

No 3.—CONSIGNMENT NOTE FOR INFLAMMABLE LIQUIDS,
Class A

(VAPOUR INFLAMMABLE UNDER 73°)

CONSIGNMENT NOTE AND CONTRACT for the carriage of Inflammable Liquids (Class A) which when tested in the manner set forth in the "Petroleum Act, 1879," give off an inflammable vapour at a temperature of less than 73 degrees of Fahrenheit's thermometer, and for Returned Empty Vessels and Tank Wagons which have contained such Liquids

Station, 19

The LANCASHIRE AND YORKSHIRE RAILWAY COMPANY
are requested to receive and forward the undermentioned Goods from their
Station to the Station at

Consignee	Residence and Railway Station	Description of goods giving off inflammable vapour at less than 73 degrees Fahr	Weight			
			Tons	cwts	qrs	lbs

In consideration of the Lancashire and Yorkshire Railway Company consenting to carry the above mentioned Goods as above requested, I the undersigned (Sender), do hereby undertake and agree as follows — (1) That the Regulations and Conditions as to Inflammable Liquids (Class A) as shown on the back hereof and which appear in the General Railway * Not printed
Classification of Goods by Merchants' Train, have been in all respects complied with in regard to the above mentioned Goods, (2) that I will indemnify the Company against all claims for injury to person or property arising from non-compliance with the before mentioned Regulations and Conditions as to such Goods, and will pay full compensation for all injury to their servants and damage to their property, so arising, unless it can be proved that the injury or damage is due to the wilful neglect of the Company's servants, (3) that the said Goods are to be carried at my sole risk, and that the Company are not under any circumstances, to be liable for any loss of or injury or delay to the said Goods, except upon proof that such loss, injury, or delay was due to wilful misconduct on the part of the Company's servants, (4) that the Goods are to be removed by the Consignee from the Station to which they are consigned within four working hours (except in the case of Tank Wagons on which the time allowance is six hours) after delivery to the Consignee of an advice note of their arrival at such Station, and that in default of such removal and so long as the Goods or any parts thereof remain on the premises of the Company, the Company shall be entitled to charge the sum of £1 per ton per hour minimum 5s per consignment, as and for liquidated damages for so long a time as the Goods remain on the premises of the Company, and further, if the Goods are not removed within twelve working hours after delivery of the advice note the Company may sell the Goods, in such manner and at such time as they may think best and return out of the proceeds of sale all the charges payable for carriage, and all charges and expenses incidental to such sale and also all other moneys payable to them under or by virtue of this Agreement And also agree to the Conditions on the back hereof

In witness whereof I have hereunto set my hand the day and year first above written.

Checker

Rulleyman

Signature of Sender }
or his Agent }

Time and Date Received at Station

ANNEXURE E.

EAST INDIAN RAILWAY.

Risk Note, Form.

(Approved by the Governor General in Council under section 72 (2) (b) of the Indian Railways Act, IX of 1890) and published in the Gazette of India No 12, dated the 19th March 1898

(To be used when the sender elects to despatch at a "Special reduced" or "Owner's risk" rate dangerous, explosive or combustible articles for which an alternative "Ordinary" or "Risk acceptance" rate is quoted in the tariff.)

STATION.

Whereas the consignment of _____

_____ tendered by
^{no}_{us}, as per Forwarding Order No _____ of this date, for despatch by the East Indian Railway administration or their transport agents or carriers to _____ station, and for which ¹/_{we} have received Railway Receipt No _____ of same date, is charged at a special reduced rate instead of at the ordinary tariff rate chargeable for such consignment, ¹/_{we}, the undersigned, do, in consideration of such lower charge, agree and undertake to hold the said railway administration, and all other Railway administrations working in connection therewith and also all other transport agents or carriers employed by them respectively, over whose railways of by or through whose transport agency or agencies the said goods may be carried in transit from _____ station to _____ station harmless and free from all responsibility for any loss, destruction or deterioration of, or damage to, the said consignment from any cause whatever before, during and after transit over the said railway or other railway lines working in connection therewith or by any other transport agency or agencies employed by them respectively for the carriage of the whole or any part of the said consignment.

¹/_{we} further agree to accept responsibility for any consequences to the property of the aforesaid railway administration(s) and of their transport agents and carriers, or to the property of other persons that may be in the course of conveyance, which may be caused by the explosion of, or otherwise, by the said consignment, and that all risk and responsibility whether to the Railway administration(s) or their transport agents and carriers, to their servants or to others, remains solely and entirely with ^{me}/_{us}.

WITNESSES

Signature of sender _____

(Signature) _____

(Residence) _____

WITNESS

Rank or

{ Father's name _____
 { Caste _____ Age _____

(Signature) _____

Profession _____

(Residence) _____

Residence _____

Note—The above form is, for the convenience of the public, translated into the vernacular on the reverse, but the form in English is the authoritative form, and the Railway administration accepts no responsibility for the correctness of the vernacular translation

APPENDIX K.

(See Resolutions Nos. 107 to 117).

SUB-COMMITTEE NO 3

Minutes of Meetings held at Simla between the 21st and the 30th
September 1908.

CHAIRMAN.

MR W B WRIGHT ... *General Traffic Manager, Madras and
Southern Mahratta Railway.*

MEMBERS

MR. C M PEARCE ... *Acting General Traffic Manager, East
Indian Railway.*

MR. T J MCCLOUGHIN ... *Traffic Manager, South Indian Rail-
way*

MR. J. LIGHTFOOT ... *Chief Auditor, Bengal and North-
Western Railway.*

MR J SHAW  ... *Chief Auditor, Madras and Southern
Mahratta Railway.*

MR G B. GOYDER . *Examiner, North-Western Railway*

MR C H WINDLE ... *Traffic Manager, Calcutta Port Com-
missioners Railway*

MR G F GUY . . *Deputy Auditor, Bombay, Baroda and
Central India Railway*

SECRETARY

MR. H B. HUDDLESTON ... *Traffic Manager, Burma Railways.*

Subject No. 45

Carriage of Wild Animals and Game during the close season

1 The Sub-Committee recommend that Resolution No 30 of the Conference Proceedings 1907 be modified and that the following Bye-Law be adopted by all Railways in the through booking of Wild Birds and Game

" *In accordance with the Wild Birds Protection Act (XX of 1887), this Railway will not accept for conveyance during the close season, game birds or game animals recently killed, or taken, if such birds or animals in transit to destination, would pass within the limits of any area in which a close season exists* "

APPX K]

Subject No 29.

Delay in Settlement of Claims for Hire and Demurrage Charges.

2 This is a reference from the East Indian Railway as to the difficulty in dealing with claims by Forwarding Railways which have not been credited by Receiving Railways in the Hire and Demurrage statements

In the consideration of the question this Committee have been influenced by the knowledge that the Monthly Station Accounts Committee have recommended the submission of Monthly hire and demurrage statements in place of weekly statements, which will materially tend to reduce the number of discrepancy memoranda, schedules, etc

The Committee would point out that if rule 35 Chapter VI of the Subsidiary Regulations for dealing with Through Traffic Accounts, Hire and Demurrage charges, etc, (page 75 of Conference Regulations) is carried out, there should be very few unadjusted claims against Railways, but should the Conference consider it necessary to provide for outstanding accounts being more promptly settled, they recommend the following addition be made to that rule —

" If a Receiving Railway fail to account for vehicles for which they have received discrepancy memoranda, schedules, etc, within the limit of two months laid down, the Forwarding Railway shall be at liberty to debit the Receiving Railway for such vehicles at the ordinary hire charges in respect to Coaching vehicles and double the ordinary hire charge for Goods vehicles for the full period absent, which must be accepted subject to after adjustments on receipt of correct particulars."

Subject No. 30.

Proposed modification of Conference Regulation (second) 7 (a)
Chapter II (Interchange of Stock).

3 The Sub-Committee after consideration of the proposed modification relating to the delivery of stock, which stipulates that for Hire purposes all stock shall be considered as handed over when entered in the Number-Taker's book at the Junction station, are of opinion that the rule should stand, especially as it contains a clause which admits of Railways arranging between themselves any other procedure which they may mutually agree upon in regard thereto. It does not appear to the Sub-Committee that there is any advantage in uniformity, owing to varying circumstances at different Junctions.

Proposed addition to Conference Regulation 25 Chapter II, (Limitation of claims)

4 The Sub-Committee recommend that the following be added to Conference Regulation 25 Chapter II (Interchange of stock) as sub-paragraph 35 (b).

The Parent line must, in all cases, make its claim upon the contiguous line. Should a part of the claim be against a Railway beyond the contiguous line, the intermediate line or lines will be responsible for passing on the balance of the claim to the Railway or Railways concerned. But so far as the parent line is concerned, the fact that a claim has been made against the contiguous Railway within 6 months shall be considered as complying with Clause 25 of the Conference Regulation, and lines other than the contiguous line liable for any part of a claim thus preferred, shall not thereafter claim protection under this clause. It shall be incumbent upon the next contiguous Railway to pass claims on to the next line concerned, if any, within one month of the date of receipt of the claim

Subject No 31.

Interpretation of Subsidiary Regulations 33 and 34 Chapter VI (Arithmetical errors in division sheets), and modification of Regulation No 47 Chapter III (Errors in Invoices)

5 The Sub-Committee recommend that for Subsidiary Regulations 33 and 34 (Chapter VI) the following be substituted —

33 *"Audit Offices in which division sheets are compiled shall rectify all errors detected at the time of original audit and shall credit each railway with its full share"*

34 *"Audit Offices in which division sheets and hire and demurrage accounts received from other lines are checked, shall disregard in each railway's proportion errors of Re 1 or less in accounts of Goods traffic and hire and demurrage and 4 annas or less in accounts of Coaching traffic. This shall apply to both overcharges and undercharges excepting those due to errors in rate, weight or classification. But each railway shall be at liberty to draw attention to errors that reduce its earnings with a view to preventing their recurrence"*

"All errors exceeding the above limits shall be brought to notice on being discovered whether they be in favour of or against the railway making them"

The only alteration the Sub Committee recommend in Regulation 47 (Chapter III Through Traffic Regulations) is to delete the words in lines 3 and 4 *"in the receiving railways Audit office and."*

Subject No 36

Proposed rules for dealing with Goods Traffic diverted on account of breach of line, accidents or other interruption

6 The Sub-Committee are unable to recommend the draft rules drawn up by the Nizam's Guaranteed State Railway circulated with the Secretary, Indian Railway Conference Association's letter No 398 of 28th April 1908 which are incomplete, inasmuch they do not deal with passenger, luggage, parcels carriages, horse and dog traffic, which is also affected

The Sub-Committee however propose the following addition to Conference Regulation 19 (e) Chapter II (Interchange of Stock)

The Junction at which the diversion takes place will be responsible to the Audit or Traffic Office concerned for furnishing full particulars of all traffic diverted

Subject No. 41

Modification of Conference Regulation No 6 (b) Chapter II (Interchange of Goods stock and transhipments).

7 The Great Indian Peninsula Railway propose that the transhipment of Open wagons at the Junction, a procedure which is not provided for in the Conference Regulations, be optional

The Sub-Committee consider there would be difficulty and risk in transhipping a number of fully loaded Open wagons at a Junction as this might result in a block of traffic.

They agree that it may be desirable in times of pressure to make full use of Open stock for full wagon loads

There are, however, diverse views held by different Railways as to the liability which should attach to the Forwarding or Receiving Railway in the event of loss or damage when open wagons are run through

After full discussion it was decided to submit the following as an additional clause to Regulation 6 to the Conference for consideration —

“Open wagons fully loaded with damageable goods may be interchanged, if supplied with proper ropes and sheets but in such cases the Despatching Railway must accept liability for damage by fire or water or through atmospheric causes, claims for other losses being shared in mileage proportion in the absence of clear proof as to where the loss occurred

Subject No 42.

Interpretation of Conference Regulation 46 (Chapter III Responsibility for undercharges).

8 This is a reference from the Oudh and Rohilkhand State Railway pointing that the modifications of the regulation which have been made since it originally appeared in the Conference Regulations have rendered it open to diverse interpretations

After discussion it was decided by a majority of the Sub-Committee, to recommend the Conference to accept the revision proposed by the Oudh and Rohilkhand State Railway with a slight alteration, which will then read as follows

46-I. All claims for undercharges in the apportionment of through goods traffic, which one railway may have against another, must be preferred within six months from the end of the week in which the invoice was accounted for to the claiming railway. Such claims shall be disposed of as provided for in Subsidiary Regulations.

II When undercharges are discovered and intimated later than six months (reckoned as before) particulars shall be sent to the railway concerned, but no adjustment shall be made

III. When undercharges credited to a foreign line, or duly claimed within six months under sub-para I above and not credited, are found to be irrecoverable, the following rules shall regulate their adjustment, as between the forwarding and receiving railways, in the absence of special agreement to the contrary —

(a) In the case of traffic required under rule or agreement to be booked “Paid”— the forwarding railway shall be entirely responsible

(b) In the case of other “Paid” traffic or “To pay” traffic—

(i) the forwarding railway shall be responsible that the correct charges are entered in the invoice for the proportion due to itself,

(ii) the railway delivering the traffic shall be responsible for the proportion due to itself,

(iii) for the charges due to any intermediate railway or railways, if incorrect charges have been entered on the invoice and the error remains undetected before delivery, both the forwarding railway and the Railway which effects the delivery shall be responsible in equal division

(c) In all other cases, the railway which effects the delivery shall be responsible

IV No claim for reversal of credits in respect of irrecoverable undercharges or for a share of the credits afforded to intermediate lines in respect of irrecoverable undercharges, shall be preferred in terms of this Regulation, unless raised within a period of six months from the end of the week in which the undercharge was credited to the foreign railways concerned. No railway shall declare undercharges irrecoverable with a view to obtain the benefit of this rule until all reasonable means of recovery in its power have been exhausted.

Supplementary Subject No 43

Amplification of Conference Regulation No 12 (d) Chapter II (Interchange of stock),

9 As the proposal from the Bombay, Baroda and Central India Railway relates particularly to the Carriage and Wagon Department the Sub-Committee recommend that this question be referred for the consideration of the Locomotive and Carriage Superintendents' Committee

Second Supplementary Subject No 54

Rates and conditions for the carriage of Motor Cars and Petrol.

10 This Sub-Committee is informed that the Tariff Simplification Committee have already made recommendations under which the rates and conditions for the carriage of Motor Cars and petrol will be assimilated

With regard to supplying information as to places where petrol can be purchased and cars repaired the Secretary of the Association is in communication with Railways.

Second Supplementary Subject No 61

Revision of Warrant Form E

11 The Sub-Committee by a majority consider that there is no necessity for the addition of the following words

"for which Government has been billed"

because the form itself is a certificate that it has been issued in accordance with Volume X, Indian Army Regulations, and moreover the addition of the proposed words would not be applicable to all cases of authorized use of this certificate

SUBJECT No. 28.

Interpretation of Conference Regulation 8 (E)

12(a) The Sub-Committee at first dealt with this part of the reference contained in Subject 28 and agreed by a majority in the conclusion that a wagon on the homeward journey which was loaded at a Station on the Main line and diverted to a Station within 50 miles on a Branch Line short of the Junction of the Parent Line, where it was unloaded, and then returned empty to the Parent line, was a case of misuse in contravention of Conference Regulation 8, and penalty was incurred under Conference Regulation 9.

Revision of Conference Regulations 8, 9, 11 and 28

12(b) The Sub-Committee having spent a considerable time in the discussion of modified rules and there being much diversity of opinion as to what, if any, revision may be necessary it was decided to defer the question until they have given more consideration to it, and not delay the submission of these Proceedings to the Conference. They hope to be able to furnish a Supplementary Report on the subject before the close of the Conference.

W. B. WRIGHT,

Chairman.

Simla, 30th September 1908.

SUPPLEMENTARY REPORT OF SUB-COMMITTEE No 3.

Friday, the 2nd October 1908.

Subject No. 28.

Revision of Conference Regulations 8, 9, 11 and 29 (should be 28), Chapter II
(Interchange of Rolling Stock)

The Sub-Committee after very full consideration of the whole question and examination of the draft revision of these Regulations framed by the Secretary in consultation with Traffic Managers ; also of other suggested revisions placed before them, came to the conclusion, by a majority, that it was advisable to retain as far as possible the text and order of the existing regulations. The majority do not consider the rules as they stand are complex if it is clearly defined to what they refer and if where necessary their purport is briefly illustrated by explanatory notes.

Further, the majority of the Sub-Committee do not consider it necessary to interfere with or revise the existing penalties, the amount being the same for all cases of missending whether Coaching or Goods.

2. The following alterations and additions are accordingly proposed .—

Existing Regulations

8 (a) Passenger carriages shall be returned to the parent line by the route by which they were received loaded, except under mutual arrangement

(b) Subject to the provisions of clause (c) of this Regulation empty horse boxes, carriage trucks, and wagons shall be returned to the parent line at the junction and by the route by which they were received loaded, except when by consent of the parent line, it is arranged that they may be returned by any other agreed route

(c) Horse boxes, carriage trucks, and wagons may be loaded at any place on the route of the homeward journey to any place short of, or on, or beyond the parent line by the route by which they were received

(d) Subject to the proviso that the parent line may require that its wagons, horse boxes or carriage trucks be returned in accordance with clauses (b) and (c) by the route by which they were received, wagons, horse boxes, or carriage trucks may be loaded at any place on the homeward journey to any place on the parent line, or to any place beyond but *via* the parent line, and may be sent by the most direct route to that place whether it be the route by which they were received on the outward journey or not.

(e) Wagons, horse boxes, and carriage trucks, may, on or before the return journey, be diverted or may be sent beyond original destination without missending charge for distances aggregating not more than 50 miles, whether on the main line or on one or more branches, in order to secure a load in the direction in which they are returning. Provided that any Railway shall have the right on giving one week's notice to suspend this Regulation and

Proposed Regulations.

No alteration.

To stand with the addition of "*Luggage Vans*" after carriage trucks

To stand with the addition of "*Luggage Vans*" after carriage trucks

(d) Subject to the proviso that the parent line may require that its wagons, horse boxes, *luggage vans* and carriage trucks be returned in accordance with clauses (b) and (c) by the route by which they were received, wagons, horse boxes, *luggage vans* and carriage trucks may be loaded at any place on the homeward journey to any place on the parent line or to any place beyond but *via* the parent line, and may be sent by the most direct route to that place whether it be the route by which they were received on the outward journey or not

(e) In order to secure a load *to a station* in the direction in which they are returning wagons, horse boxes, *luggage vans* and carriage trucks, may on or before the return journey, be diverted or may be sent beyond original destination without *incurring* missending charge for distances aggregating not more than 50 miles, whether on the main line or on one or more branches. Provided that any Railway shall have the right on giving one week's notice to

Existing Regulations

require the direct return of its stock to the parent line

(f) When a Railway consists of two or more sections unconnected with each other, each section shall, for the purposes of this Regulation, be considered as a separate railway

9 (a) Any Railway which deals with a vehicle in contravention of Regulation 8 shall pay to the parent Railway ten rupees, in the case of a standard gauge vehicle, and seven rupees, in case of a metre gauge vehicle, per day or part of a day from the time such vehicle was misused until it returns to a station on the route by which it should have been sent, or until it is returned to a junction of the parent Railway

(b) Missent vehicles shall be subject in addition to the charges in this Regulation to charges for hire and demurrage. But the missending Railway shall have no claim for allowances in excess of those admissible for the journey in both directions by the correct route.

(c) Missent vehicles under clause (a) of this Regulation, which have been loaded to a foreign line by the missending railway, shall be returned by the foreign Railway to the parent line by the shortest route, unless reloaded to or beyond the parent line, in which case they may be sent by the most direct route to destination. When passing over foreign lines such lines shall be paid haulage by the missending railway at the rate of one pie per mile per ton of carrying capacity of the vehicle for any distance in excess of that for which they may be entitled to freight

(d) A missending railway dealing with vehicles in contravention of Regulation 8 shall be responsible to the parent line for hire and other charges thereby entailed, and also to all foreign lines for any haulage charges thereby incurred. But the foreign railway shall pay to the missending railway any demurrage which may be incurred on the foreign railway

(e) When stock is returned empty to a parent line by a junction, other than the one by which it was received loaded but in the direct route, the line returning the empty wagons shall pay ten rupees per vehicle in the case of a standard gauge vehicle, and seven rupees per vehicle in the case of a metre gauge vehicle

Proposed Regulations

suspend this Regulation and require the direct return of its stock to the parent line

N B—Diversions must not exceed the following aggregate —

50 miles out of route.

50 miles returning to route.

Wagons may be diverted either with a load or for a load

No alteration.

No alteration

No alteration

Add *liable to penalty* after first two words

Only alteration, correction of number of Regulation

(e) When stock is returned empty to a parent line by a junction, other than the one by which it was received loaded but in the direct route, the line returning the empty *vehicles*, shall pay ten rupees per vehicle in the case of a standard gauge vehicle, and seven rupees per vehicle in the case of a metre gauge vehicle

Existing Regulations

Proposed Regulations

Note—The following illustrates the penalties and charges to which a missending railway is liable under this rule.

(i) Penalties

Description	Broad gauge vehicle coaching or goods	Metro gauge vehicle coaching or goods
Per diem for departure from route, paragraph (a)	Rs 10	Rs 7
Per vehicle for return to wrong junction without departure from route, paragraph (c)	10	
Each Bogie counts as 2 vehicles		

(ii) Charge

(a) Hire and demurrage incurred, in reduction of which it may apply 'actual recoveries' from other lines

(b) Haulage incurred.

For haulage purposes coaching vehicles shall be considered to be of the following capacities —

Broad gauge	.. 12 tons
Metro „	6 „

Bogies double

11 (a) In the event of a loaded or empty wagon which is properly booked in accordance with regulations being missent, the railway so missending shall pay to the other Railways over whose lines the vehicle runs owing to the missending a haulage rate of one pie per ton of carrying capacity per mile. The missending railway shall also pay to the parent line hire due to the missending, also demurrage for any time in excess of the time which would have been allowed free had it been despatched by the correct route. The freight earned in the case of loaded wagons will be dealt with under Regulation 28

(b) Provided that, when a line has received freight, it shall not receive haulage except for the distance in excess of the distance for which freight has been earned,

(c) Provided also, that vehicle hire charge which would have been due if the correct route had been followed shall be paid by the railways forming the correct route and credited to the missending line.

The hire charge shall be calculated by taking one hour for every 6 miles of the correct route.

Alter "wagon" to "vehicle"

Add, in the case of goods vehicles and 12 miles in the case of coaching vehicles

Existing Regulations

(d) Wagons missent on the outward journey should, when there is no break of gauge, be returned by the correct route which, having been credited with its full freight on the outward journey, will receive no haulage on this portion of the return journey

Proposed Regulations

(d) (1) *Vehicles* missent on the outward journey should, when there is no break of gauge, be returned by the correct route *if possible* which, having been credited, with its full freight on the outward journey will receive no haulage on this portion of the return journey.

(2) *When a loaded vehicle is discovered on a wrong route and the shortest route to destination is by a different gauge it may be forwarded to destination by the next shortest route of its gauge or transhipped whichever course is more expeditious*

(e) *Vehicles found at an intermediate station on the outward journey to have been missent shall be sent on to destination by the shortest route*

Note (a)—This rule applies to missending with out contravention of Regulation 8, namely, diversion of vehicles booked in accordance with regulations or vehicles sent to right destinations by wrong routes when containing outward goods booked and carried in contravention of Regulation 27

(b) The following illustrates the liabilities of a missending railway under this rule,

(1) To pay hire and demurrage charges incurred in reduction of which it may apply the charges recoverable from other lines on the basis fixed in (c)

(2) To pay haulage charges

No penalty charge is incurred

Regulation 28—The Sub-Committee recommend that the first sentence of the Regulation should stand as printed but that the second sentence which reads as follows, should be eliminated —

For the portion of the distance carried which is not in the correct route the missending line shall pay the haulage, hire and demurrage charges which may be due under Regulation 12 (should be 11)

This is recommended owing to disputes which have occurred as to whether the *time-limit* under rule 36, chapter III, applies to claims for haulage, hire and demurrage on the vehicles referred to in the paragraph which it is proposed to eliminate or whether such claims are governed by the *time-limit* fixed in rule 25, chapter II, for all hire and demurrage charges

The modifications of Conference Regulations 8, 9, 11 and 28 as shown above are recommended to the Conference for acceptance, by a majority of the Sub-Committee including certain new charges for Haulage of coaching and bogie goods vehicles and the two additions to rule II

Saturday, 3rd October 1908

Mr. Huddleston having left Simla, Mr. Guy was appointed Secretary

Concession to families when accompanying native non-commissioned officers and men of the Native Army travelling on furlough at Government expense

The Sub-Committee considered letter No 1783-R T, dated the 1st October 1908, from the Secretary, Railway Board, referred to them by the Conference

The Sub-Committee would point out the anomaly that under present conditions non-commissioned officers and men when proceeding on leave at their own expense are allowed return tickets available for six months at single fares including their families (limited to six members), whereas when proceeding on furlough at Government expense no concession is allowed, and the Sub-Committee are therefore of opinion that to be consistent the concession asked for should be granted to the families limited to six members of non-commissioned officers and men of the Native Army proceeding on furlough whether they are travelling at Government expense or not.

Form of certificates for Military concessions.

Letter No. 1786-R T., dated the 1st October 1908, from the Secretary, Railway Board, to the Secretary, Indian Railway Conference Association, also referred to this Sub-Committee, was then read

The Sub-Committee consider that the proposed forms of certificate to be issued to Railways are suitable and submit the following resolution for the acceptance of the Conference .—

“ The Conference Association agree that the proposed forms of certificate to be issued to railways and to be attached to India Army Forms L 1180 and L 1181 used by British soldiers only, may be brought into use as early as possible. ”

G. F. GUY,

Secretary.

CHAIRMAN.

APPENDIX L.

(See Resolutions 118 and 119)

Tariff Simplification Committee.

Report No. (1) on Subject No 59 on the Agenda of the Association for September 1908, and miscellaneous references

Subject No. 59—Railway rates as affecting Local Industries.

1. The Committee considered letter No 1505-R T., from the Railway Board to the President of the Indian Railway Conference Association, dated the 11th August 1908, enclosing a communication from the Secretary to the Government of the United Provinces, and a note by Mr Chatterji, who had been deputed by the Local Government to enquire into the question of existing Railway rates as affecting the question of local industries.

2 The various paragraphs of Mr. Chatterji's note have been dealt with *seriatim* by the Committee, and in a memorandum annexed they have replied on each item in the classification referred to by him.

3. They have now to offer their remarks on the main points submitted for consideration which they venture to suggest have been effectually summarised from Mr. Chatterji's Report by the United Provinces Government, and the Railway Board, *viz.* —

(a) the quotation of reasonable through rates by Railways for items of traffic which at present are not of much importance but which may tend to grow in importance if suitable rates are quoted

(b) The careful attention of Railways to the quotation of rates which will assist in the development of local industries

(c) The advisability of forming Local Committees to consider questions bearing on the points referred

4. The Committee feel that the points raised are of great importance to Railways and to Government and question (a) has therefore been very carefully weighed during the consideration of the revised tariff, the proposal to quote station to station rates grouped in circles together with certain suggested modifications in the classification, *vide* annexure, if adopted, will, it is hoped, go far to provide for what is considered necessary in this respect

5. Regarding point (b), the Committee venture to state that Railway Administrations in India have invariably given earnest consideration to application made to them for the quotations of rates to develop local industries, and the large number of specially reduced rates which appear in their tariffs establishes this fact.

6 (a) Regarding point (c), the suggestion to establish Local Committees, the Tariff Simplification Committee think that better results will be attained by civil officers and manufacturers continuing to deal direct with Railways, but this point might be specially discussed in full Conference.

(b) Three Railways have head-quarters in the United Provinces, and are in close touch with the Local Government, while most of the Railways running into the Province are members of the Cawnpur Chamber of Commerce, and in close touch with the Mercantile Community.

(c) Again, as the centre of Local Government in the United Provinces is at Allahabad, communications from that Government to the Head Quarters of Railways concerned in particular Industries would not be longer in transit, than if addressed to a Local officer at Cawnpur, who would have to communicate with District officers not resident in Cawnpur, and, after assembly of a Local Committee, submit its proposals to head-quarters for confirmation.

- (d) The Railway Board have already simplified matters considerably by authorizing Railways to deal direct with Local Governments, and in the opinion of this Committee, nothing further seem necessary for the present

7. In conclusion, it may be stated that, while considering their main report, the Committee had their attention drawn to the fact, that even in England Local Industries cannot obtain as low rates as Foreign Imports, owing to sea-borne traffic being usually offered in greater volume, and in more safe and convenient packages

Subject No 56—Classification of cigars and cigarettes.

8 In regard to the reference from the Agent of the East Indian Railway embodied under Subject No 56 of the Agenda—the Committee for reasons detailed in paragraph 12 of their proceedings, an extract from which is reproduced below, recommend that this commodity be reclassified as under—

Cigars or cigarettes, imported	...	...	4th class
Cigars or cigarettes, country made, including biddies			3rd class

" In dealing with the question of *cigarettes* and *cigars* a reference to the Conference contained in Circular letter No 510 of the 14th August 1908 was dealt with by the Committee in anticipation.

In the reference it is pointed out, that a country made paper cigarette is charged 4th class, and a leaf covered cigarette, 2nd class. It was thought fair to equalise this matter by a slight increase in the rate for biddies, and a slight reduction in the rates for paper cigarettes, as the rate for biddies is now lower than that for unmanufactured tobacco which is classed as 3rd "

Books

9 The Committee recommend, for the reasons stated in paragraph 61 of their proceedings, an extract from which is reproduced below, that the classification of books be unaltered, *viz* —

Books	4th class
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"The Committee are not in favour of two classes for books, nor do they recommend an owner's risk rate, and they are further of opinion, that the incidence of the freight on the value of each book is too small to be appreciable in its effect on the sale price "

Goroochund.

10 Adverting to Railway Board's reference No. 1516-R. T. of the 17th August 1908, the Committee recommend as stated in paragraph 63 of their Proceedings that *goroochund* be classified 5th class.

Sun-dried Tapioca.

11. Regarding Railway Board's reference No. 1531-R T. of 19th August 1908, the Committee recommend, as stated in paragraph 64 of their proceedings, that "Sun-dried Tapioca" be classified as "Grain," Tapioca in tins being Indexed against "Provisions."

Minima weights for Bulky articles

12. The Committee recommend, with reference to the proposal of the East Indian Railway contained in Agent's letter No $\frac{13360-T}{B\ 40602-08}$, dated 26th May 1908, that, for the reasons contained in paragraph 62 of their proceedings, an extract from which is reproduced below, that the present minima weights for bulky articles remain unaltered

" The majority of railways being opposed to the change proposed, the Committee have not thought it advisable to alter the minimum in the tariff.

Carriage of Explosives for Ordnance Department.

13 During the discussion of the Explosive Rules a letter, annexure (C) to our minutes, was received from the Director General of Ordnance proposing the following alterations in the rules for carriage of Explosives for his Department —

Nature of Explosive	PRESENT RULES		PROPOSED RULES,		Remarks.
	Quantity carried	Rate	Quantity carried	Rate	
PASSENGER TRAIN					
Class I Gunpowder	80 lbs, each outer package to contain 25 lbs not accepted on Madras system	At ordinary parcels rate	125 lbs or one whole barrel	At ordinary parcels rate	125 lbs is the largest quantity contained in one barrel, and its admission on passenger trains will obviate the necessity for re packing a barrel
Class III, Divisions I and II, Cordite	5 lbs and 10 lbs	At ordinary parcels rate	100 lbs	At ordinary parcels rate	This will allow of complete cartridges being sent for test or of a case of cordite being despatched in urgent cases
Gun cotton wet	5 lbs and 10 lbs	At ordinary parcels rate	50 lbs	At ordinary parcels rate	This will allow of one case being despatched and so facilitate the despatch of small consignments and meet urgent requirements
Class VI, Divisions I and II, Cannon cartridges (powder) Rockets (signal, light and war)	Not accepted	-	125 lbs	At ordinary parcels rate	These items are not at present accepted by passenger trains, but acceptance under the same conditions as Gunpowder would facilitate despatch of small consignments and meet urgent requirements
Fuzes for shell Tubes Safety fuze	Not accepted except safety fuze on some Railways		One van load	At ordinary parcels rate	There seems to be no reason why these explosives should not be accepted on passenger trains when packed in the manner prescribed for Government Explosives
GOODS TRAIN					
Class I, Gunpowder Class III, Divisions I and II, Cordite (un cotton, wet) Class IV, Divisions I and II, Safety fuze, Cannon cartridges, fuze for shell Tubes Rockets (signal light and war) Filled shell Q F ammunition	Carried in special vans	Rates vary— carried at 1 pie per maund per mile with a minimum charge on 20 maunds and at 2 pies per maund per mile with a minimum charge of Rs 3 and on 81 maunds	Carried in special or J type closed iron vans	At 1 pie per maund per mile actual weight of packages with a minimum charge on 20 maunds	Special powder vans are not at all times available and delay in awaiting them is often inconvenient and vexatious to consignees and consignors. Some railways have the proposed rates already. Their adoption universally would bring all into line

This letter was discussed with Major Smallwood (*vide* Minute 36) whose remarks on the Passenger train proposals are reproduced below —

“(a) Major Smallwood expressed the opinion that the changes proposed while saving the necessity for subdivision of original packages will not appreciably add to the consequence in case of explosion or to the danger in the event of accident

(b) He further remarked that there was no risk to be apprehended from dropping a package in handling and that cordite is less dangerous in case of fire than gunpowder as it will only burn away while gunpowder will explode.

(c) In regard to the other items enumerated by the Director General of Ordnance the Chief Inspector explained that there is in his opinion no danger in carrying the quantity required by Passenger train.”

The Committee therefore recommend the following .—

- (a) That the proposed increased quantities be allowed on Passenger trains.
- (b) That the articles enumerated by the Director of Ordnance be carried in approved closed goods wagon as well as in Powder vans,
- (c) That the consideration of the proposal to fix a uniform rate of 1 pie per maund per mile and a uniform minimum charge of 20 maunds be deferred until the views of railways are received upon the proposals regarding a revised classification and General Rules.

14 The Committee's Final proposals on these questions are .—

- (a) That after special consideration of the point referred to in minute No 6, the Conference reply to the References under subject 59 in terms similar to those contained in minutes Nos. 1 to 7.
- (b) That the following classifications be adopted and references thereon replied to in terms of the minutes below noted .—

No. (8) Subject No. 56 —

Cigars or cigarettes, imported	...	...	4th class.
Cigars or cigarettes, country made, including Biddies			3rd „
No. 9 Books (to remain as at present classified)	...	...	4th „
No 10 Gooroochund	...	...	5th „
No 11. Sun-dried Tapioca as "Grain"	...	...	1st „
Tapioca in tins as "Provisions"	...	...	3rd „

- (c) That the minima weights for bulky articles remain unaltered as suggested in minute No. 12
- (d) That the proposals contained in minute No 13 be accepted by the Conference,

(Signed) J. LIGHTFOOT, *Chairman,*

Chief Auditor, Bengal North-Western Railway.

„ C. M. PEARCE,

Acting General Traffic Manager, East Indian Railway

„ A. MUIRHEAD,

General Traffic Manager, Great Indian Peninsula Railway.

„ W. B WRIGHT,

General Traffic Manager, Madras and Southern Mahratta Railway.

„ L. C. D. BEAN,

Officiating Traffic Superintendent, North-Western Railway

„ D. ROSS-JOHNSON,

Secretary, Indian Railway Conference Association.

Annexure to Tariff Simplification Committee Report No. 1 on subject No. 59 and Miscellaneous references.

Remarks on some questions relating to Railway Rates contained in a note written by Mr. Chatterji, on special duty, United Provinces Government, and forwarded to the Railway Board by the Secretary to Government, United Provinces.

*Wheat and Flour (Atta).—*The Revised Classification submitted by the Committee, places Grain in the 1st (or lowest) class and Attah or Flour in the same class, at "Owner's Risk," which is justifiable owing to difference in risk and value. Wheat being not so easily damageable as Attah.

Therates for Flour and Wheat on the East Indian Railway, and the Madras and Southern Mahratta Railway, have been assimilated except in the case of Grain for Export. Moreover, especially from where there are Mills despatching large consignments, the Great Indian Peninsula and other principal Railways have already quoted special rates for the conveyance of Flour, these reduced rates being in force over long distances such as from Delhi to Southern India.

Glass—Bangle stone and hollow glass—Mr Chatterjee's suggestion is that the freight on glassware of the cheaper grades from Dehra and Umballa to the seaport towns should be 2nd class, but it is known from experience that rates quoted on the basis of value lead to misdeclarations and although such a course is occasionally necessary it should be avoided as much as possible. As regards special quotations from stations where glass is manufactured locally, representations will doubtless be considered, when made to the Railways concerned, for long distance despatches to seaport towns.

Bangles or Churies (lac or glass)—In the revised classification Bangles and churies of lac or glass are in the 2nd class, but when in wagon loads will be chargeable at the 1st class (or lowest) rate at Owner's risk. This is the same as the rate for Empty Bottles.

Soap.—The suggestion is that Country Soap "in cakes or scented" should be reduced from 3rd to 2nd class. The inference conveyed by Mr Chatterjee's remarks is that Foreign Soap should continue to be charged 3rd class as at present. Foreign Soap occupies no more space than Country Soap, and some of the imported Soaps are less expensive than the Country made Soaps, moreover if the rate for Country Soap were reduced from 2nd class to 1st class as proposed, the difference in freight would probably be so small that it would have no appreciable effect on the retail price.

Perfumed and Essential Oils—Representations have already been considered by some Railways as to whether the rate for Rose and Keora water should be reduced, the ground for the representation being the difference in the prices of Attar and Rose water, but the value alone, of an article, does not determine its rating.

Tobacco—Mr Chatterjee says that the rates for native tobacco, both raw and manufactured, are unfavourable. The classification has had careful consideration by the Tariff Committee, who have already proposed revisions on these commodities, which place the different articles in the following order—

Tobacco, imported	...	...	... 4th class
„ manufactured, country	...	...	.. 3rd „
„ unmanufactured, country	...		2nd „
Cigars or cigarettes, imported	.	.	. 4th „
„ country made, including Biddies			3rd „

This gives a distinct advantage to the Country article or industry, and the traffic can well bear these rates.

Oils—The suggestion is that the rates for Oil should be reduced because Oil seeds are carried at a low rate, and therefore are sent to Calcutta for pressing or export. But the Committee point out that the bulk of the Oil seeds carried to Calcutta and other Sea Ports is for export, only a fraction being used in India for extracting Oil which is mostly consumed locally in the Mills. Any reduction in the rates for Oil would not assist in retaining the seeds produced in the United Provinces for the extraction of oil for Indian consumption, except in the immediate locality. Manufacturers in other provinces have for a long time been extracting oil for European export, and if their example be followed in the United Provinces, there will probably be no difficulty in obtaining cheap Railway rates for large quantities.

Vegetable oils are classified at the 3rd class rate Railway Risk or 2nd class Owner's risk and this is a fair charge.

Wood and Timber Furniture—The Tariff Committee have already proposed revisions in the classification which will remove any complications in the rates and conditions for Wood and Timber

The revised classification of Furniture will be as follows —

Furniture, unpacked	4th class
„ packed in cases or crates	3rd „
Household effects (not for sale) in wagon loads at O R	1st „

This classification will remove the anomaly as regards “polished furniture” pointed out in the note. There will also be no minimum charge for future. Furniture required by the mass of the Indian people, such as wooden bedsteads (Taktposts), Indian chowkies, stools, &c., are manufactured locally by the village carpenters and the Railways only carry very small quantities of such goods.

Other furniture, such as tables, chairs, almirahs, etc., etc., are not desirable articles for carriage from the carrier's point of view, in that they take up much space in a wagon, and are difficult to be loaded compactly, and under these circumstances the proposed rates are reasonable

Matting—The classification of matting will, in future, be as follows —

Matting, China	3rd class
Matting, Country	2nd „
Matting, Common, Country	{ 2nd class at Railway risk 1st class at Owner's risk.

Coir, Munj, Jute and Hemp, will come under the head of Matting, Country, and charged 2nd class

Railways concerned will doubtless immediately consider local representations to meet special cases

Brass Ware—Mr Chatterjee proposes that the Railways should reduce the rate for Brass to the 1st class and further grant special reduced rates for Brass sheets and slabs from the Ports and for manufactured articles from the towns. The Committee are of opinion that, considering the value of Brass, both in its manufactured and unmanufactured state, the 2nd class is a sufficiently low rate, and that there is no good reason adduced for any reduction

Art Metalware—It is most difficult to differentiate between the values of different articles classed as Art Metalware, and in the event of reduced rates being conceded, articles of high value would be tendered for despatch at the lower rate

Toys—The Tariff Committee recognizing that country made Toys of clay or wood should have a separate and lower classification than imported Toys, have recommended the following .—

Toys, Country	{ 2nd class, Railway risk 1st class, Owner's risk.
Toys, imported	{ 4th class, Railway risk. 3rd class, Owner's risk.

Art Pottery.—This is another instance in which it is difficult to differentiate between what should be charged at a higher or lower rate, for instance, the Art Pottery made in the Schools of Art, or at Moradabad, is as valuable as much of that imported, while it is admitted that the rough pottery of Chunar and Nizama-bad is not so. The Railways on which the traffic originates will doubtless consider the advisability of proposing special reduced rates for rough and lower priced pottery of this description.

Bark for Tanning—The revised general classification contains the following which it will be seen provides for wagon loads.—

Tanning loose	...	...	.. 3rd class.
„ packed	...	...	.. 2nd „

In minimum wagon loads of—

300 maunds for broad gauge	...	} 1st class.
100 „ for metre gauge vehicles	..	

Tanning bark is a light and bulky article. The traffic usually originates at roadside stations which do not receive import goods in wagon loads and empties have often to be specially worked in one direction to load this bark. It is not considered that the ordinary traffic would pay the Railways at a lower rate than is now charged. Special reduced rates are quoted for long leads where necessary by most Railways.

Combs.—Mr Chatterjee suggests that the rate for horns (all sorts) be reduced from 2nd to 1st class and combs Horn or wooden from 3rd to 2nd. The Tariff Committee had already recommended the 2nd class rate for combs, but does not consider any alteration necessary in the rates for horns, which are light and bulky, and in small quantities can well bear the 2nd class rate, while in wagon loads they are carried at the 1st class rate.

Blankets and Numdahs—The question was fully considered by the Tariff Committee, who came to the conclusion that some of the country made blankets are as expensive as the imported ones, for instance, country blankets manufactured in the Mills at Cawnpore and Dhariwal. Numdahs on the other hand are of different values, and in calculating charges it will be impossible for the staff to say whether the Numdahs tendered are inferior in quality.

Carpets, Floor Cloths (cotton)—Sattrangies or Daries or Farash will in the new classification be chargeable at the 2nd class rates, and it will be arranged for country floor cloths to be included under the same head.

Boots and Shoes—The Tariff Committee have already recommended the following entries against—

Boots and Shoes, Europe...	...	...	.. 3rd class
„ Country	.	..	.. 2nd „

The entry of shoes ornamented with tinsel is to be removed, and all country boots and shoes rated as 2nd class goods.

Wood Pulp.—The Tariff Committee have recommended that this be charged at the 1st class rate.

APPENDIX M.

See Resolutions 120 and 121.

To

THE PRESIDENT,

Indian Railway Conference Association

SIMLA, the 29th September 1908

SIR,

Report of Tariff Simplification Committee

After full consideration of the replies to Conference letter No 1214 of the 31st October 1907, and the correspondence with the Railway Board, set out in the minutes of the Proceedings, the Tariff Simplification Committee as reconstituted by Resolution No. 10 of the 1907 Conference beg to submit a further interim report

2 It may perhaps be considered that the work of Tariff simplification has been somewhat protracted, but the Conference are aware of the exceptional circumstances which have unavoidably delayed its progress. The Committee, however, hope that if the views now put forward are accepted there is a prospect of an early solution of the problem, as although their work has not arrived at a final stage they have —

(a) framed a revised Classification and General Rules, and

(b) put forward a method of rate publication

3. Proof copies of the revised Classification of Goods and General Rules referred to in paragraph 2 with an Index to the Classification, are submitted herewith,* and the Committee suggest all Railways should, within a reasonable period, scrutinize and modify them as they consider necessary. To enable the Association to more readily follow the reasons upon which the recommendations of the Committee are based the Minutes of their Meetings have also been printed in Enclosure A to this report

* Bound in the end of this Volume

4 The Index comprises all the commodities known to be carried on Railways, while the Classification provides uniformity in Class for each commodity, obviating different Railways having a different Class for the same description of Goods, as at present

5. A considerable reduction in the size of the Classification is effected by the system of indexing, which has the further advantage of reducing the possibility of conflicting entries now common in the existing tariffs. In this connection the Committee invite attention to the first paragraph of the title page to the Index which reads as follows —

“The numbers in columns 2 and 3 indicate the head of the classification under which the commodity should be charged, but do not necessarily imply that the articles are of the same description, e. g., “cider” is classed as “beer”

It should further be noted that certain items in the Index were referenced before the Committee had arrived at a final decision to utilize the heading “Goods not specially classified,” and some items which are not now clearly classified will require rearrangement by this Committee before final issue of the Classification.

6 The method of ascertaining the Class is to first find the commodity in the Index and then refer to the page and item in the Classification.

7 The Classification contains a suggestion that where a lower Class is shown for Goods in large consignments minima weights be fixed for Broad and Metre gauge Railways separately, which, following the general proposal referred to in paragraph 9, that the conditions of the Forwarding Railway shall apply to

destination, will remove varied conditions and permit the quotation of lower rates for commodities usually carried in large quantities.

8 Simplification is also anticipated from the proposal to adopt a uniform classification on all railways and the same Terminal without variation. The latter will not be necessary so long as the present Junction Rate Lists are retained.

9 The General Rules contain a proposal that the conditions imposed by the Forwarding Railway for all Goods shall apply to destination, which if adopted, will remove a vast number of varied conditions now applicable in through booking, and be in itself a direct step towards simplification both as regards Railways and the Public.

10 *If nothing further than the adoption of the General Classification and Rules referred to in paragraph 2 (a) can be accepted, the Committee venture to think that a great advance towards simplification will have been achieved.*

11 Special attention is drawn to the following Minutes of the Committee's proceedings relating to the proposed Classification and General Rules —

No 2 Embodying the Railway Board's approval to certain proposals by the President

No 14. The retention of the 4th and 5th Classes.

No 17. The Classification of Sugar and Jaggree

No. 22 The reinstatement of the bulk of the 800 items previously omitted by entering them in the Index and retaining their original Classification, instead of entering them all as 3rd Class

No. 22. Providing for Explosives in the main Classification instead of in a separate Classification in a separate Chapter.

No 21 Relating to Hill Railways and short Branch Lines

Nos. 36 to 39 giving details of a discussion with the Chief Inspector of Explosives with reasons for proposed alterations in Explosive Rules.

No 38 (g) relating to the advisability of the Government inspection of inflammable liquids and dangerous acids

No. 51 Omission of details of out-agency rates

No 55 Non-submission for the present of Rules for a Permanent Classification Committee

12 The Committee have noted in their proposed Classification that a separate Tariff will be issued for Coal and may probably find it hereafter expedient to recommend that separate pamphlets shall be prepared suitable to particular Trades, *e g* —

Grain,

Iron and steel,

Salt, and similar important commodities

13 The Committee also suggest a combined Consignment and Risk Note, one line in the Consignment note acknowledging that the Risk Note published in the Tariff had been read and its conditions accepted, might possibly obviate the necessity for two agreements, if such a procedure could be made legal by enactment.

14 The Committee think it not out of place to call the attention of the Conference to the fact that, there is a popular belief in India that English methods of rating are entirely satisfactory and result in equality of rates for Foreign and British Goods, the Railways in every case being able to put a new Industry into its proper Class, also that Overcharges and difficulties in rating do not exist, but they understand that in actual practice this is not so. The English Classification of Goods presents difficulties to Traders, overcharges are not uncommon, and these overcharges are not always *refunded* although *registered*. Also, although Special rates may have been quoted for an article 30 per cent.

below the Class rate, the Class rate is often charged incorrectly. Another cause of overcharge is the great variety of commodities under one head.

It has consequently been suggested by a writer in one of the principal English Newspapers that the time has arrived for a complete revision of English methods and believing it will be of interest, the Committee have printed the article as Annexure D to their Minutes.

15. The method of Rate publication, referred to in paragraph 2 (b), is a problem, which, though difficult to solve, can be met by several systems. Notwithstanding the disadvantages which apply to "Station to Station rates" and in some measure to "Through Mileage rates" *viz*,—

- (a) the absence in certain cases of published information,
- (b) the possibility of difficulty between Railways in respect to local quotations (which is not insuperable),
- (c) the number of rates which will be necessary between pairs of Stations,
- (d) the risk of Stations failing to record and correctly maintain their Rate Books, and
- (e) the necessity for agreement in dealing with the division of Through mileage rates,

the Committee after anxious consideration and careful examination of the question have been driven to the conclusion that simplification and accuracy in rating can best be secured by the adoption gradually—

- (1) for important commodities, of *Station to Station rates* by routes mutually agreed upon,
- (2) and for the large number of items in Classes, which are not of importance in through booking, and for which there are no specially reduced quotations, the gradual adoption of *Station to Station rates* by mutually agreed routes, with a *combination of mileage rates* if required. These *Station to Station rates* may be grouped when agreed upon by the Railways concerned, either by grouping stations and quoting through rates, or by quoting a specific distance between each group to which a calculated rate list would apply according to class.

STATION TO STATION RATES.

16. As an illustration of how *Station to Station rates* may be quoted, the following examples are given merely as an indication of the system —

For important Commodities—

Grain and seeds in large quantities (by routes mutually agreed).

Station from	Station to	Through rate per maund (say)	Proportions (say)		
			Great Indian Peninsula Railway	East Indian Railway	North Western Railway
Jhansi	Jullunder	100	080	040	040

N.B.—If through rates are published either the lump sum of one rupee, or both the lump sum and the proportions according to the system of audit adopted, would be shown, and if not published they would be similarly dealt with in Station records.

17 Another specimen table showing how agreed 'groups can be adopted for Station to Station rates for articles of small importance, is shown below—

Rates from Arkonam Station and Group on the Madras and Southern Mahratta Railway, to the Stations or Groups below enumerated —

Name of Railway station and group to which applicable		Special rates including terminals							Class rates including terminals				
Station to	Railway	A $\frac{1}{10}$	B $\frac{1}{5}$	C $\frac{1}{3}$	D $\frac{1}{2}$	E $\frac{2}{3}$	F $\frac{3}{4}$	G $\frac{4}{5}$	1st $\frac{1}{3}$	2nd $\frac{1}{2}$	3rd $\frac{2}{3}$	4th	5th 1
Peshawar and its intermediate group of stations	North Western Railway.												
Pindi and ditto ...	"												
Lahore and ditto ...	"												
and so on for all centres of importance not situated on the Madras and Southern Mahratta Railway													

N B (a)—A table of this kind to be prepared by each Forwarding Railway for its own groups to agreed groups on other Railways. Rates to be quoted in lump sum and allocated as suggested hereafter for Mileage rates

(b) The *Distance group* would be the same as the above illustration, except that one column would show distances, and all the rates columns would be omitted

THROUGH MILEAGE RATES.

18. To illustrate the system of Through Mileage rates for Goods, where Station to Station rates have not been quoted.

Take the case of a consignment charged by the shortest route and carried over a route mutually agreed upon from Tuticorin to Peshawar —

	Distance say
(i) Refer to South Indian Railway Local distance table for local distance Tuticorin to Arkonam	200
(ii) Refer to Junction to Junction distance table for distance Arkonam to Umballa ...	1,500
(iii) Refer to North Western Railway Local distance table for Umballa to Peshawar	300
(iv) Total distance	2,000
(v) Refer to Table of calculated rates per maund 1 to 3,000 miles	
(iv) Find class and rate for 2,000 miles and multiply by weight of consignment which will be the through charge from station of despatch to station of destination.	

N. B.—The following will be the method of allocating these mileage rates —

In the absence of agreement, all traffic will be carried and apportioned by the shortest route

A terminal to each Railway concerned and its mileage share of the remainder.

If mutually agreed to be routed by other than the shortest route—

A terminal to each Railway concerned

A mileage, or other mutually agreed, division by accepted route

In both these cases lump sum rates must be entered on the invoices and freight allocated in audit.

19 *Sample Forms* showing the Distance and Rate Tables which it would be necessary to publish in the General Tariff for the purpose of obtaining the rate described in the preceding paragraph—

Local Distance Table for ——— Railway.

Name of station	Distance to each of following junctions					
	Junction	Junction	Junction.	Junction	Junction	Junction

Function to Function Distance Table

Name of Junction	Distance to each other junction by the shortest route					
	Junction	Junction	Junction	Junction	Junction	Junction

Rate list 1 to 3,000 miles

Distance in miles	Rates including through terminal of 6 pie at each end												
	Special rates							Class rates					
	A $\frac{1}{16}$	B $\frac{1}{8}$	C $\frac{1}{4}$	D $\frac{1}{2}$	E $\frac{1}{3}$	F $\frac{1}{2}$	G $\frac{1}{4}$	1st class	2nd class	3rd	4th	5th	x

20 In proposing the partial and gradual adoption of the system of the quotation by mutually agreed routes of through "Station to Station rates" between pairs of stations (*vide* paragraph 15) the Committee would desire to impress upon the Conference that, this system has the great advantage, that it continues to leave individual Railways freedom of action in regard to both Local and Through rates, a matter which is considered of importance by the Directors of the several Railways

21 The Committee have so far arrived at the views expressed, but considering their importance and the complete change they may make in present arrangements, they feel that their opinions should be submitted to all Railways for their full and close consideration and subsequent orders.

If their proposals are adopted either as submitted, or in a modified form, the Committee will be able to proceed further.

22. In the meantime, the existing Junction rate list system, can, if approved, be continued in conjunction with the revised Classification and General rules and a chapter or separate pamphlet relating to local rates and circumstances Tariffs should, however, be of uniform size to permit of interchange of Classification lists.

23 In preparing the Classification and General Rules the Committee have adopted the following principles to which they call special attention —

(a) An Index to the General Classification which shall include all commodities now carried on a Railway and be added to from time to time as found necessary

(b) The Classification shall contain the following Classes, *viz.* —

First class.

Second „

Third „

Fourth „

Fifth „

X (Explosive)

(c) Ordinarily the highest Class in force on any Railway for any commodity shall be applied to that commodity in the General Classification leaving each Railway the option of quoting any Rate for the article within the maximum or minimum allotted for the Class,

(d) Unclassified Goods entered as 3rd class in the Classification previously circulated, shall be indexed to the Classification under the following heads —

Goods not specially classified	...	...	1st class
Ditto	...	...	2nd class
Ditto	...	...	3rd class
Ditto	...	...	4th class
Ditto	...	...	5th class

and Goods not entered in the Index shall be treated as Goods *unindexed*, 5th class—

(e) Explosives and Dangerous articles shall be included in the General Classification

(f) The uniform minimum weight per wagon for large consignments as shown in the Classification, shall be accepted.

(g) All *Conditions* which may be in force on the Forwarding Railway shall apply over all Railways to destination

24 TO SUMMARISE THE COMMITTEE'S PROPOSALS, THEY ARE —

First—That the Proposed Classification and General Rules submitted in terms of paragraph 3 be circulated to Railways for scrutiny, acceptance, modification or otherwise.

Second—That if, and as soon as, the proposed Classification and General Rules are accepted by all Railways, they shall be adopted, also that the existing system of Junction Rate Lists shall be continued for the present in combination therewith.

Third—That Hill Railways and small Branch lines be specially invited to express an opinion whether they can conform to the General Classification, and if so, under what system of enhancing charges.

Fourth—That the Railway Board be addressed regarding Government Inspection of Inflammable liquids and dangerous acids

Fifth—That the suggestions made in paragraph 15, be also circulated for consideration and orders of Railways namely —

(1) For important Commodities, the adoption gradually of *Station to Station rates* by routes mutually agreed upon,

(2) and for the large number of items in Classes, which are not of importance in through booking, and for which there are no specially reduced quotations, the gradual adoption of *Station to Station rates* by mutually agreed routes and a *combination of mileage rates* if required. The *Station to Station rates* may be grouped when agreed upon by the Railways concerned, either by grouping stations and quoting through rates or by quoting a specific distance between each group to which a calculated rate list would apply according to class

Sixth—That to ensure a settlement of the *method of rating* within a reasonable period after allowing time for reference to the various Home Boards, all Railways be requested to express their views within a period of three months from the date of the closing of this Conference.

This Committee's final proposals thereon will be reported within a further period of six weeks from the date of receipt of the views of all Railways.

We are,

Sir,

Yours faithfully,

J. LIGHTFOOT,

Chief Auditor.

CHAIRMAN

BENGAL AND NORTH WESTERN RAILWAY.

A. MUIRHEAD,

General Traffic Manager.

GREAT INDIAN PENINSULA RAILWAY.

W. B. WRIGHT,

General Traffic Manager.

MADRAS AND SOUTHERN MAHRATTA RAILWAY.

C. M. PEARCE,

Acting General Traffic Manager,

EAST INDIAN RAILWAY

L. C. D. BEAN,

Officiating Traffic Superintendent,

NORTH WESTERN RAILWAY.

MEMBERS OF
THE
COMMITTEE

D. ROSS-JOHNSON,

Secretary,

INDIAN RAILWAY CONFERENCE ASSOCIATION.

Enclosure A to Report of Tariff Simplification Committee No. 2 of 1908, dated Simla, the 2nd October 1908.

Proceedings of the Meetings of the Tariff Simplification Committee held at Jubbulpore, Monday, the 17th August 1908 and subsequent days and at Simla between the 10th September and the 2nd October 1908.

Present

Mr J Lightfoot, Chief Auditor, Bengal and North-Western Railway
 Mr. A. Muirhead, General Traffic Manager, Great Indian Peninsula Railway.
 Mr W B Wright, General Traffic Manager, Madras and Southern Mah-ratta Railway
 Mr. C. M Pearce, Acting General Traffic Manager, East Indian Railway.
 Mr D. Ross-Johnson, Secretary, Indian Railway Conference Association.

Monday, August 17th, 1908.

The Committee assembled at Jubbulpore at 10-30 A. M

Mr Lightfoot was unanimously elected Chairman.

1. Read letter from Mr Bean, North-Western Railway (a Member of the Committee) explaining his inability to attend

2. Read and recorded as Annexure B., letter No 1314, dated the 16th December 1907, from the President, Indian Railway Conference Association, to the Secretary, Railway Board, and reply from the Railway Board No. 362 of the 18th February 1908 The purport of both is epitomised below —

Question by President	Railway Board's reply
1 Whether the proposed General Classification is drawn up on lines of which the Government of India approve.	Railway Board generally approve of the lines upon which the suggested General Classification is drawn up subject to any necessary criticism and objection hereafter.
2. Whether the Government would be prepared to agree that any further alteration of the General Classification when finally adopted should only be made on the recommendation of the Tariff Simplification Committee or other Committee of the Conference specially appointed to consider proposed additions or modifications	Railway Board agree to this proposal subject to the right of Government at all times to recommend or, if necessary, order any alteration in the General Classification
3 Whether Government would favourably consider a proposal if endorsed by the Conference Association that the number of classes should be reduced from 7 to 5 and that the maxima and minima rates of the different classes should be those suggested in clause 14 of the Committee's Report	Railway Board would favourably consider the suggested amended Classification and maxima and minima rates

The Secretary of the Railway Board was further directed to say that in the preparation of the Classification the Board are of opinion that it will be found necessary both by goods clerks and public, that an alphabetical list (condensed as far as it reasonably can be) shall be inserted in the Classification under such headings as in practice is found to cover a considerable number of different articles such as the case of iron and steel, as unless this is done it will lead to

confusion and the issue of a supplementary book, which the Board think undesirable as it is better that the complete Classification should be in one document

As regards paragraph 5 of the letter, the Secretary further said that while the increase of mileage as proposed may give rise hereafter to some misunderstanding on the part of traders in regard to their calculation of the cost of transit, the Board are prepared to favourably consider the suggested increase if the Conference are of opinion that method is preferable to the authorisation of a special terminal to meet extra charges to which the Railways are entitled under their special powers

3. After a general discussion on the different matters for their consideration, the replies received from Railways to Circular letter No 1214 of the 31st October 1907, containing their views upon the proposed uniform Classification and the suggestions of the Committee as contained in their *ad interim* report of 2nd October 1907, a draft Classification, Index and chapters of Rules and Conditions were laid before the Committee

4 The point was considered whether it would be better to have a condensed Classification with an Index as prepared by the Secretary or a full Classification and no Index. As a draft index had already been framed for the consideration of this Committee, and as opinions were divided on the relative advantages of the two systems it was decided for the present to consider the Classification in a condensed form with its Index and if, after further discussion, unanimity could not be arrived at, to leave the Conference to decide whether this system should be finally adopted or that of a full Classification and no Index (See paragraph 13 of second day's proceedings)

5 In this connection, the question was raised whether a further simplification could be effected by quoting only Owner's Risk rates and adding extra percentages to be hereafter fixed to cover Railway Risk or conversely, by quoting Railway Risk rates only and deducting equivalent percentages for Owner's Risk. This being an important suggestion was noted for further consideration (See paragraph 65 of Proceedings of September 17th, 1908)

6. It was decided that as the Conference have recorded that the Classification adopted in through booking shall also be acceptable to all railways in local booking, alterations in Classification shall, (unless the Railway concerned has agreed to waive its higher charge) be regulated by entering the highest class at present in force. Railways with lower Classification can adjust charges within the maximum and minimum permissible. Hill Railways and short branch lines will have to be separately considered hereafter

7 With regard to the abolition of the 4th class suggested at the last Committee meeting the following points arose —

- (a) Some Railways object to increase and others to reduce rates to the extent necessary in transferring certain articles from a $\frac{5}{6}$ th pie class to a one pie or to a $\frac{2}{3}$ rd pie class
- (b) The differences in the alternative Owner's Risk rates by dropping a class will be accentuated, as the one pie class instead of dropping to $\frac{5}{6}$ th will drop to $\frac{2}{3}$ rd pie, and items reduced from 4th to 3rd class will in future be carried at Owner's Risk at $\frac{1}{2}$ pie instead of $\frac{2}{3}$ rds.

It was decided as a partial solution of the difficulty instead of distributing the existing 4th class between the new 3rd and 4th as proposed in the report of 16th October 1907 to endeavour to arrange for it in the new 4th class or one pie rate (See paragraph 14 of Proceedings of August 13th, 1908)

8 Acting on the foregoing lines the Committee proceeded to consider the replies from Railways to Circular letter No. 1214 of the 31st October 1907 and to examine in detail the Classification as revised by the Secretary after receipt of those letters

9 After dealing with a portion of the proposed Classification and Index, item by item in their alphabetical order, the Committee rose at 6. P.M

Tuesday, the 13th August 1908.

10. The Committee assembled at 8 A.M. and resumed the consideration of the detailed Classification and Index.

11 The *cotton* classification presented difficulties owing to varying maxima rates charged and conditions prescribed on certain Railways on which traffic large revenues are dependent, and as the bulk of it is carried at special rates, within the maximum and minimum sanctioned by Government for class goods, it was considered best to classify the commodity as *cotton raw* at the new 4th or highest class irrespective of conditions and leave each line to regulate its charges and conditions as to bulk and pressure, by special quotations within the maximum and minimum as is the present practice. It was further suggested that the forwarding railway's conditions shall apply to destination with a view to remove complications in through booking. The circumstances of the Railway most interested in this particular traffic are such as to preclude the possibility of meeting the case by an augmentation of mileage or imposition of terminals as suggested in previous proceedings.

12 In dealing with the question of *cigarettes* and *cigars* a reference to the Conference contained in Circular letter No. 510 of the 4th August 1908 was dealt with by the Committee in anticipation.

In the reference it is pointed out that a country made paper cigarette is charged 4th class and a leaf covered cigarette 2nd class. It was thought fair to equalise this matter by a slight increase in the rate for biddies and a slight reduction in the rates for paper cigarettes as the rate for biddies is now lower than that for unmanufactured tobacco which is classed at 3rd.

The following have therefore been suggested for general adoption and entered in the revised draft Classification.—

Cigars or cigarettes, imported	... 4th class
Cigars or cigarettes, country made including biddies	... 3rd „

13 After disposing of many items the Committee became unanimous in considering that the condensed Classification and Index were most desirable and afforded facilities and simplification which were not as readily obtainable in any other way, (see paragraph 4 of first day's proceedings). The system will also obviate errors of double entries with conflicting classification for the same article, several of which were detected in the current tariffs.

14 At this stage of the proceedings it also became evident to the Committee that the points raised in paragraph 7 of these minutes regarding the abolition of the 4th class and absorbing it in the 5th and 3rd classes affected important items of railway revenue, and as any alteration in this respect would necessarily enhance the freight charges on a large number of items which must be transferred to the highest class, while other items would be brought into the 3rd class resulting in an unnecessary loss of revenue, the Committee did not consider they were justified in continuing to recommend the abolition of the 4th class as a part of the Tariff Simplification. Further the abolition of one intermediate class does not of itself attain simplification, in fact more classes might possibly secure greater simplification.

15 The Committee adjourned at 5-15 P M

Wednesday, the 19th August 1908

16 The Committee met at 8 A.M. and continued the scrutiny of the Classification.

17 *Sugar and Jaggree*.—The Committee read Resolution No 71 of the 1907 Conference fixing the standard classification at Special (which has now become 1st) class. To permit of the removal of all conditions regarding packing and value which are still numerous in the existing classifications, they have thought it advisable to re-classify the commodities at 2nd class Railway Risk and 1st class Owner's Risk.

This will not entail any actual enhancement of charges as nearly all sugar and jaggree is now carried at schedule or special reduced rates at owner's risk

18. The Committee continued the detailed examination of the classification until it adjourned at 7-15 P.M.

Thursday the 20th August 1908

19 The Committee assembled at 8 A.M. and completed its examination and revision of the detailed Classification

20 The Barsi Light Railway's objections were next re-considered and it was found that the Classification as now revised provides for all except the following where it was not possible to adopt the classification of this railway for all other railways in India —

Bangles, glass	.	..	..	Vegetable oil
Cotton, kuppas	...	.	..	Waste
Furniture, packed and unpacked,				

The Committee are of opinion that the Barsi Light Railway may accept the revised classification for these items or arrange to deal with the whole of their traffic on the basis which they propose to suggest for Hill and other short railways.

21. Hill Railways and other branch lines requiring special treatment will be able to adopt the General Classification of Goods by adjusting the rates for the respective classes within the limits of their sanctioned maxima as is now permitted on the Delhi-Umballa-Kalka Railway and other railways, or by special terminals, or by adding to their mileage.

22 Regarding the omission of some 800 items from the Classification and the proposal to provide for them under one general head, *viz*, "unclassified goods, 3rd class" the Committee read Conference Resolution No 85 of 1907 and formed the opinion after full discussion and the further knowledge gained by a close examination of the tariffs and the replies received from railways —

(a) that although certain articles are not of much value in through traffic they may be of great importance to individual railways in local booking, statistics for which have not been compiled. Again, that although it was stated in the report above referred to that the inclusion of these 800 articles would make a very bulky classification it has been found that under the system of a condensed Classification with an Index as now prepared their inclusion really makes the tariff more complete.

(b) Another disadvantage of the proposal to treat such a large number of items as unclassified goods, lies in the fact that a new and unexpected important traffic might for a time escape notice owing to the despatchers preferring the 3rd class rate to the possibility of a higher classification, whereas a classification at the highest rate would ensure the despatcher immediately asking for a lower classified rate if required.

(c) The system also opens the door for possible collusion in charging an item at a lower rate than it ought to pay if charged according to a classified rate

(d) Too much weight must not be attached to statistics based on through traffic only, an item may appear as of small through value whereas it may form the bulk of the traffic of an individual railway, *e.g.*, Jute on the Eastern Bengal State Railway, and Cotton on the Great Indian Peninsula Railway, etc.

23 The Committee feel that a General Classification adaptable to both local and through traffic is desirable and such a classification must be so framed as not to reduce local maxima. They therefore recommend that the old system be reverted to of charging the highest class for items unclassified

Every commodity should appear in the Index and as a new item of traffic offers it would be indexed to an appropriate main head.

24 The Committee consider that simplicity will not be assured by reducing the number of items in the Index but by assimilating the main Classification and removing as far as possible the innumerable and complicated conditions now appearing in the tariffs and as footnotes to the Classifications in force

25 In bringing back items now entered as "unclassified 3rd class" to avoid unnecessarily lengthening the condensed Classification all items for which an appropriate head cannot be found will be classed under one of the following —

"Goods not specially classified"		"1st Class"
"	"	"2nd Class"
"	"	"3rd Class"
"	"	"4th Class"
"	"	"5th Class"

After completing the Index and Classification in this manner other commodities not provided for under any head will be treated as "Goods Unindexed, 5th class"

26 The Committee believe that the Classification now compiled will after criticism and correction go a long way in the direction of securing simplification without loss of revenue or imposing any additional burden on the public and in their report they will call special attention to the suggested minima for wagon loads as tending to reduce the number of conditions in the tariffs

27 The Secretary was asked to communicate with the Chief Inspector of explosives with a view to the revision and simplification of the existing explosive rules as far as possible before the date of the adjourned meeting, the Chief Inspector being asked to scrutinise the rules required by Government

28 It was arranged that the Secretary should get a revised proof of the Classification for submission at an adjourned meeting of the Committee at Simla on Thursday the 10th September 1908

29 The Committee then adjourned at 4-30 P M

Thursday, the 10th September 1908.

The Committee reassembled at Simla at 11-30 A M when all members including Mr Bean, were present

29 The proceedings of the meetings at Jubbulpore on the 17th August and subsequent days were read and provisionally confirmed.

30 The Committee considered a note from the Chief Inspector of Explosives and arranged to meet him and discuss it at 11 A M. on Friday the 11th September 1908

31 They then commenced the scrutiny of the revised proof of Classification and Index prepared by the Secretary in accordance with the Jubbulpore meeting and certain further additions and notes were made by members of the Committee

32. The question of the method of charge was put forward for consideration at a subsequent meeting, *viz* —

(a) Whether by junction to junction lists,

(b) Whether by station to station lists,
or other method

The meeting then adjourned at 5 P M

Friday, the 11th September 1908.

33. The Committee assembled at 10-30 A M, all members being present

34. The Committee proceeded with the scrutiny of the revised Classification and Index.

35 At 11-30 Major Smallwood, Chief Inspector of Explosives was introduced and the Committee proceeded to discuss with him the Explosive rules as embodied in Chapter II of the draft Tariff

36 The Chief Inspector concurred with the Committee in the opinion that Railway servants cannot be expected to possess the expert knowledge necessary to ensure that Government rules have been complied with and all that can be expected is, that they should obtain a certificate from the consignor to the effect that he has complied with the rules and further that as the Government rules for explosives, petroleum, dangerous and non-dangerous fireworks, carbide of calcium and inflammable liquids, are already in possession of the dealers, they need not be published in Railways' Tariffs. In support of this view the Chief Inspector also pointed out that the responsibility for packing and transport of explosives rests with the consignor under his license and the provisions of the Explosives Act and further that most of the commodities comprised in the rules for the conveyance of dangerous and explosive goods are imported and a Government inspection thereof is made at the port

37 It was therefore decided to re-arrange the rules in this chapter on the following basis. The rules to commence with the obligation of the Staff to obtain certificates in proper form that all Government rules have been complied with and risk notes, etc., obtained and thereafter, to deal with the receipt, custody, loading, transport and delivery of explosives.

38 The following notes were made at the discussion regarding existing Government rules and other matters

Such small portions of the Government rules as affect the staff will be embodied in the Staff rules, *e.g.*, Rules 6 to 10 of the Petroleum license rules and the notes thereunder and those for the loading of carbide of calcium

Regarding the rule prescribing a certificate and the Chief Inspector's suggestions that the right to call for a fresh certificate between April and October be abolished, it was agreed that the Chief Inspector would re consider the matter and make a further reference on the subject to the Committee. (See also Minute No. 72 of Proceedings of September 21st, 1908)

Regarding the Chief Inspectors's remarks that his Inspectors had reported cases of powder found on a Railway platform unguarded, it was arranged that this matter of protection be made more workable when the rules are reprinted

Regarding special lights and the Chief Inspector's enquiry if such special lights are provided, it was pointed out that their provision is impracticable and the rule will therefore be re-drafted when re-printed

The revised list of explosives submitted by the Chief Inspector will be substituted for the list now printed as it contains all explosives and dangerous goods which are permitted to be imported or manufactured in India. The articles which will be omitted are neither allowed to be imported or manufactured

39 A letter from the Director General of Ordnance was read containing a proposal to increase the quantities of certain explosives to be accepted for carriage by passenger train for his Department. See Annexure B

(a) Major Smallwood expressed the opinion that the changes proposed while saving the necessity for subdivision of original packages will not appreciably add to the consequences in case of explosion or to the danger in the event of accident

(b) He further remarked that there was no risk to be apprehended from dropping a package in handling and that cordite is less dangerous in case of fire than gunpowder as it will only burn away while gunpowder will explode

(c) In regard to the other items enumerated by the Director General of Ordnance the Chief Inspector explained that there is in his opinion no danger in carrying the quantities suggested by passenger train.

(d) The Committee under these circumstances agreed to recommend the proposals for acceptance by the Conference

(e) It was agreed on the advice of the Chief Inspector to also recommend the acceptance of the Inspector General's further proposal that iron covered goods wagons may be used in lieu of powder vans for the carriage of explosives of the classes named and the draft rules will be modified accordingly.

(f) The point raised by the Director General in the same letter regarding varying rates and minima will be discussed when dealing with rates matters as it is not connected with the rules for carrying explosives.

(g) In connection with the rules for dangerous goods the Committee will draw the attention of the Conference to the fact that unnecessary risk is thrown upon Railways owing to inflammable liquids and dangerous acids not being subject to a Government inspection similar to that applied to explosives

Major Sniallwood then withdrew.

40 The examination of the Classification and Index was then proceeded with and the Committee rose at 6-30 P. M

Saturday, the 12th September 1908

41 The Committee assembled at 10-30, when all were present except Mr Murhead who was prevented from attending by illness.

42 The Committee completed the revision of the Classification and Index and rose at 1-45 P. M.

Monday, the 14th September 1908.

43 The Committee met at 10-30 A M., when all were present.

44. With reference to the decision recorded in the *ad interim* report of October 1907, that dangerous goods should be separately classified, the Committee find that this will no longer be necessary under the system now adopted of Index and Classification, as the inclusion of these will only involve three or four entries in the main Classification.

45 The classification of the dangerous goods entered in chapter II was then checked.

46 The Committee then proceeded to consider the chapters of the draft Tariff

47 After recording the opinion that it is not considered necessary to include in the General Tariff a list of the various terminals in force on different railways, the Committee proceeded to examine Chapter I, containing the General Rules which, as revised, was approved

48 The re-arrangement of Chapter II regarding explosives in accordance with Friday's minutes was also considered and the Committee adjourned at 6-30 P. M.

Tuesday, the 15th September 1908.

49 The Committee assembled at 10-30 A.M, when all members were present

50 The Committee proceeded to consider Chapter III, Out-agencies

51 After considerable discussion it was resolved to retain the list of Out-agencies with their connected stations and the general conditions with provision for meeting difficulties in booking to Out agencies only, as it is impracticable to show all the rates.

52 Chapter IV, Live Stock was passed. It is noted that the rates do not include provision for the through booking of goats, pigs and sheep in wagon loads as no through rates were framed by the Conference.

53. Chapter V, Railway Stores, was passed.

54 Chapter VI, Military Traffic, was passed.

55. A revised draft of the rules for the Standing Classification Committee referred to in paragraph 7 of the Report of October 1902 was read, but the Committee are of opinion that it is premature to formulate proposals as to how alterations or additions should be made to the General Classification until the work has been completed and the Committee adjourned at 6-30 P M

Wednesday, the 16th September 1908.

56 The Committee assembled at 10-30 A M, when all were present, and considered the following methods of framing Class rates.

(First) Framing lists of inclusive rates per maund for each class between such pairs of stations as actually book traffic, called "Station to Station rates."

(Second). Publication of distance tables and calculated rates inclusive of all charges by distance up to 3,000 miles or more if required, called "Mileage Rates"

In the event of the mileage system being adopted Conference will have to decide and Railways agree—

(a) Whether the shortest route fixes the charge.

(b) Are alternative routes to be admitted, and, if so, within what limit of distance.

(c) Whether all through rates will be miled over the distance travelled, or

(d) Whether short distance allowances will be made and the balance miled.

(Third). Publication of calculated rates for 1 to 3,000 miles without station to station distances

(Fourth) Neither publishing rate tables or distance tables in the Through Tariffs, but obtaining distances from stations and rates per maund from Classification.

(Fifth) Junction rate lists as at present.

57. Some of the advantages and disadvantages of each system as noted below were discussed —

(1) STATION TO STATION RATES

Advantages

Disadvantages

(a) No calculation by the staff or the public

(a) Will involve large numbers of lists even if grouped,
For Stations,
For Audit,
For Traffic Department

(b) Less possibility of under or overcharges.

(b) The risk of stations failing to record and correctly maintain their rate books and the possible inconvenience thereby caused to Traders

(c) No change in present method of Audit or invoicing if proportions are also quoted

(c) The possible inconvenience of having to wait for the quotation of the first through rate

(d) No interference with existing agreements or powers of quoting rates

(d) Rates for unimportant articles may not be obtainable from any printed publication

(e) An enormous reduction in printing.

(e) Possible difficulties of Railways in ascertaining what rates are being quoted by other lines.

*Advantages.**Disadvantages*

(2) MILEAGE RATES

(a) All rates can be calculated by the Public

(b) Fewer references and less calculation in arriving at through charges than under existing system

(c) Alternative routes can be protected by adjustments under agreement as at present

(d) A very large reduction in printing as the proposed tables for distances and calculated rates for all Railways combined would probably not occupy more than 250 pages

(e) A lump sum rate can be quoted and saving effected in invoicing

(f) Simplification will be secured by the Public in that there will be only one rate per maund to destination for goods carried at class rates

(a) There will be a complete change in the methods of invoicing and accounting to Audit for the publication of weekly approximate returns

(b) The system will involve as large a number of Special rates as at present

(c) The simplification expected under this system can only be efficiently secured by Railways agreeing to accept the shortest route for unimportant class goods.

CALCULATED MILEAGE RATES WITHOUT PRINTING DISTANCE TABLES.

(a) Reduction of printed matter compared with present system

(b) No interference with existing Agreements

(a) No publication of total calculated through rates

(b) Liability to error.

(c) Alteration in system of Audit and Division

(4) NEITHER PUBLISHING RATE OR DISTANCE TABLES

(a) Reduction in printed matter.

(a) No publication of calculated charges

(b) Liability to error.

(5) JUNCTION RATE LISTS (PRESENT METHOD)

(a) The system gives every Railway freedom regarding rates

(b) Its continuance involves no change in present methods

(a) It is more complicated and costly and causes tariffs to be unduly bulky

(b) It renders it difficult to ascertain through rates and charges

(c) There is great liability to error

58. After careful consideration of the whole of the foregoing the Committee, with a view to secure immediate simplification with the least upheaval of existing arrangements, are of opinion that the retention of existing junction rate lists is for the present necessary but that finally station to station rates should be gradually adopted in through booking, a combination of mileage rates in conjunction therewith being utilised if required

59 The Committee also arranged that new proofs be obtained from Allahabad of the revised Classification and draft Tariff for verification and rose at 6 P M

Thursday, the 17th September 1908.

60 The Committee assembled at 10-30, when all members were present, and proceeded to consider the following special references

61. Rates for the conveyance of Books referred under Resolution No. 19 of 1905.

The Committee are not in favour of two classes for books nor do they recommend an Owner's Risk rate and they are further of opinion that the incidence of the freight on the value of each book is too small to be appreciable in its effect on the sale price

62 Proposal to raise the present minimum weight for bulky articles to 100 maunds referred by the Agent, East Indian Railway, in his letter No ^{13360 T} B No 602 08 of 26th May 1908.

The majority of railways being opposed to the change proposed the Committee have not thought it advisable to alter the minimum in the Tariff

63. Classification of Gooroochand referred by Railway Board in its letter No 1516-R. T of the 17th August 1908

The Committee recommend that Gooroochand be classified 5th class

64 The classification of Sun Dried Tapioca as grain referred under Railway Board's letter No 1531-R. T, dated the 19th August 1908

The Committee recommend that "Sun Dried Tapioca" be classified as "grain" and be specially entered in the Index, "Tapioca in tins" being indexed against "provisions"

65 With reference to Minute No 5 regarding Owner's Risk rates it was decided to make no specific recommendations on the subject for the present

66 The Committee then proceeded to frame its report until it adjourned at 6-30 P.M

Friday, the 18th September 1908

67 The Committee met at 10-30 A.M., when all members were present, and continued consideration of their draft report and also of the papers referred under Railway Board's No 1505-R T., dated 14th August 1908 (Conference letter No 522 of 22nd August 1908, relating to a reference from the Lieutenant-Governor of the United Provinces upon a report by Mr Chatterji, on the question of existing railway rates as affecting the development of local industries) and framed a detailed reply to each point raised which will subsequently be forwarded to the Conference

The Committee adjourned at 5-30

Saturday, the 19th September 1908.

68 The Committee met at 10-30 A.M., when all members were present.

69 In connection with paragraph 57 of the present proceedings and in order to simplify the quotation of station to station rates for articles of minor importance in through booking, the following method of grouping under the station to station system was considered —

Each Railway can prepare for its own system lists as under which may be centres of groups—

Each Terminus

Each Port

Each Presidency Town

Each capital of a Native State

Each divisional head-quarters of a Commissioner

Each Hill Station.

Each Cantonment

Each District head-quarter, z e, Deputy Collector or Commissioner

Through rates may be quoted between any two sets of groups by mutual agreement as to rates and routes the limit of each group may be 50 miles or more or less as agreed

70. The Committee then considered the draft report and adjourned at 3 P.M.

Monday, the 21st September 1908.

71. The Committee met at 10-30 A.M. and continued consideration of its draft report until noon to attend full Conference. It reassembled at 4 P.M. and adjourned at 5-45 P.M.

72. It was reported that the proposal made by Major Smallwood in Minute No. 38 to abolish the right to call for a fresh certificate during the period between April and October is withdrawn.

Tuesday, the 22nd September 1908.

73. The Committee met at 10 A.M. and continued the consideration of their report on the questions referred to in Railway Board's letter No. 1505-R.T. of 14th August 1908, regarding a reference from the Secretary to Government in the United Provinces on the subject of Railway rates as affecting the development of Local Industries.

The Committee adjourned at 11 A.M. to attend full Conference.

Wednesday, the 23rd September 1908.

74. The Committee met at 10 A.M. and revised a proof of their draft report on Tariff Simplification and adjourned to join the full Conference at 11 A.M.

Thursday, the 24th September.

75. The Committee met on Thursday and continued the revision of the draft report.

76. An extract from the *Times of India* on the subject of English rates was read and ordered to be printed as Annexure D.

Friday, the 25th September.

77. The Committee met and revised the proofs of draft reply to the reference from the United Provinces in regard to rates.

Saturday, the 26th September.

78. The Committee met at 10-30 A.M.

79. The question of a combined consignment and Risk Note was discussed and it was resolved to make an allusion to the matter in the Report.

80. The question of grouping by distance was discussed and agreed to be entered in the Report.

81. The Committee again considered its draft report and proceeded to examine the second proof of the Classification and General Rules recently arrived from Allahabad.

82. Owing to his heavy duties as Secretary of the Conference Mr. Ross-Johnson was unable to attend any meetings of this Committee after Saturday, the 19th September, except when specially required for particular references.

Monday, the 27th September till Friday, the 2nd October

83 The Committee met at intervals daily when relieved from their work on the Conference and other Committees and continued the revision of the proofs of the Classification and General Rules of their Report No. 1 on Miscellaneous References and of their draft Report No. 2 on Tariff Simplification and finally agreed to recommend them to the Conference.

84 It is noted that the following method has been suggested in a former report regarding Junction to Junction Rate Lists to save Railways the trouble of reprinting the Rate Lists for other Lines —

- (a) All Tariffs can be printed on paper of uniform size, and
- (b) Each Railway to print its own Junction Lists only.
- (c) Railways requiring the Junction Lists of other Lines to indent for what they require and find them in their own Tariffs, such Rate Lists to be paid for by Indenting Railways at rates mutually agreed upon

85 The minutes were also finally read and confirmed.

86 At the close of their meetings the Committee adjourned to a date to be fixed before the end of January next at Calcutta, by which time they hope to have received the replies from all Railways on the points contained in the interim report, they are now making to the Conference.

ANNEXURE B TO MINUTES OF PROCEEDINGS OF TARIFF SIMPLIFICATION COMMITTEE, 1908.

Letter No 1314, dated the 16th December 1907, from the President, Indian Railway Conference Association, to the Secretary, Railway Board.

I am directed to invite a reference to pages 87, 88 and 89 of the Proceedings of the Indian Railway Conference Association of 1907 on which will be found Resolutions 85, 86 and 87 dealing with the work of the Tariff Simplification Committee. In Resolution No 87 it was decided that the final report of the Committee when submitted should be printed and circulated for consideration.

2 Five copies of the Reports and Proceedings of the Tariff Simplification Committee are now forwarded together with five copies of the Proposed General Classification of Goods

3 It will be observed that a very great deal of useful work has been done and that a meeting of the Committee will be held early in 1908 to consider the suggestions of the various Railways on the Proposed General Classification of Goods before it is submitted to the Railway Board for the issue of final orders.

4 It will also be observed that the Committee in paragraph 7 of their final report dated 12th October 1907—pages 9-12 of the Proceedings of the Committee—have suggested that if the proposed classification is adopted, it should not hereafter be modified or altered except on the recommendation of the Tariff Simplification Committee or a Classification Committee specially appointed by the Conference Association. With this end in view a set of draft rules, Enclosure A, have been proposed. It is believed that the intention of the Committee was that the recommendation of the Tariff Simplification or other Committee which might be appointed by the Conference to consider from time to time proposed modifications should be submitted to the Railway Board for the orders of the Government of India. It would facilitate further progress in the direction of Tariff Simplification if Government would signify that they favourably regard the above suggestions.

5 The Committee have also proposed in paragraph 11 of their report that, in order to meet the case of such Railways as are at present permitted to charge higher maxima and minima rates than the main lines are allowed to charge, such lines should be allowed to increase the mileage for charge above the actual mileage and so be enabled to adopt the General Classification instead of having a special Classification for such special lines. It would tend to facilitate the work of the Tariff Simplification Committee if Government would signify whether they would be in favour of such an arrangement.

6 The Committee in paragraphs 12 and 13 of their report suggest that it would be an advantage if the number of classes were reduced from 7 to 5 and in paragraph 14 propose certain maxima and minima rates for the 5 proposed classes. This is also a matter on which the views of Government are necessary before much further progress can be made.

7 The President of the Conference Association would therefore be glad if the Railway Board could see its way to favour the Conference Association with an expression of the views of Government on the following matters connected with the Tariff Simplification work—

(1) Whether the proposed General Classification is drawn up on lines of which the Government of India approve

(2) Whether Government would be prepared to agree that any further alteration of the General Classification when finally adopted should only be made on the recommendation of the Tariff Simplification Committee or other Committee of the Conference specially appointed to consider proposed additions or modifications

(3). Whether Government would favourably consider a proposal if endorsed by the Railway Conference Association that the number of classes should be reduced from 7 to 5 and that the maxima and minima rates of the different classes should be those suggested in clause 14 of the Committee's report.

8. I am directed to state that it is considered necessary to make this reference and to ask for the views of Government on these points for, it is felt that without some indications whether the work already done by the Tariff Simplification Committee and the proposed lines on which the further work will be proceeded with meet with the general approval of the Government of India, much valuable time may be wasted and the work of Tariff Simplification unduly delayed. An indication of the views of Government on the proposals of the Tariff Simplification Committee as summarised in paragraph 7 of this letter would therefore be much appreciated.

Letter No. 362-R. T., dated the 18th February 1908, from the Secretary, Railway Board.

With reference to your letter No. 1314-R T, dated the 16th December 1907, I am directed by the Railway Board to reply to the three questions referred to in paragraph 7 of your letter—

Question	Board's reply
1 Whether the proposed General Classification is drawn up on lines of which the Government of India approve	Railway Board generally approve of the lines upon which the suggested General Classification is drawn up subject to any necessary criticism and objection hereafter
2 Whether Government would be prepared to agree that any further alteration of the General Classification when finally adopted should only be made on the recommendation of the Tariff Simplification Committee or other Committee of the Conference specially appointed to consider proposed additions or modifications	Railway Board agrees to this proposal subject to the right of Government at all times to recommend or if necessary order any alteration in the General Classification
3 Whether Government would favourably consider a proposal if endorsed by the Conference Association that the number of classes should be reduced from 7 to 5 and that the maxima and minima rates of the different classes should be those suggested in clause 14 of the Committee's report.	Railway Board would favourably consider the suggested amended classification and minima and maxima rates

II. I am further directed to say that in the preparation of the classification the Board are of opinion that it will be found necessary, both by goods clerks and public, that an alphabetical list (condensed as far as it reasonably can be) shall be inserted in the classification under such headings as in practice is found to cover a considerable number of different articles such as the case of iron and steel. As unless this is done it will lead to confusion and the issue of a supplementary book, which the Board think undesirable, as it is better that the complete classification should be in one document.

III. As regards paragraph 5 of your letter I am directed by the Board to say that while the increase of mileage as proposed may give rise hereafter to some misunderstanding on the part of traders in regard to their calculation of the cost of transit the Board are prepared to favourably consider the suggested increase if the Conference are of opinion that that method is preferable to the authorisation of a special terminal to meet the extra charges to which the Railways are entitled under their special powers.

ANNEXURE C TO MINUTES OF PROCEEDINGS OF TARIFF SIMPLIFICATION COMMITTEE, 1908

Letter dated the 8th September 1908, from the Director-General of Ordnance in India, to the Secretary, Indian Railway Conference Association

I understand that the Committee of the above Association will discuss on the 10th and subsequent dates certain amendments to the rules for packing and transport by rail of explosives and dangerous goods. The subject with reference to Government explosives has lately been under consideration by me and the Inspectors General of Ordnance in the Northern and Southern Circles have addressed the several Railway Administrations setting forth the inconvenience experienced by the present rules and making certain suggestions thereon with a view to arriving at a solution of the difficulties, practical and suitable to the several Railways. I then intended to address Government with a view to alteration of the present rules.

2. As however it appears that this subject can be conveniently discussed by the Committee at the same time as that now for their consideration, I enclose a copy of my proposals and will be glad if the Committee will arrange to consider them.

3. Please favour me with a copy of any decisions arrived at and at the same time inform me if these decisions will be carried into effect or if it is still necessary for me to address Government to obtain formal authority for the introduction of new rules.

Enclosure.

TRANSPORT OF EXPLOSIVES BY PASSENGER TRAIN

Nature of Explosive	PRESENT RULES		PROPOSED RULES		Remarks
	Quantity carried	Rate	Quantity carried	Rate	
Class I, Gunpowder	80 lbs each outer package to contain 25 lbs not accepted on Madras system	At ordinary parcels rate	125 lbs. or one whole barrel	At ordinary parcels rate	125 lbs is the largest quantity contained in one barrel, and its admission on passenger trains will obviate the necessity for re-packing a barrel.
Class III, Divisions I and II, Cordite	5 lbs and 10 lbs	At ordinary parcels rate.	100 lbs	At ordinary parcels rate	This will allow of complete cartridge being sent for test or of a case of cordite being despatched in urgent cases.
Gun cotton, wet	5 lbs and 10 lbs	At ordinary parcels rate	50 lbs	At ordinary parcels rate	This will allow of one case being despatched and so facilitate the despatch of small consignments and meet urgent requirements.
Class VI, Divisions I and II, Cannon cartridges (powder), Rockets (signal, light and war)	Not accepted		125 lbs	At ordinary parcels rate	These items are not at present accepted by passenger trains, but acceptance under the same conditions as Gunpowder would facilitate despatch of small consignments and meet urgent requirements.
Fuzes for shell Tubes Safety fuze	Not accepted except safety fuze on some Railways.		One van load	At ordinary parcels rate	

TRANSPORT OF EXPLOSIVES BY GOODS TRAIN

Class I, Gunpowder Class III, Divisions I and II, Cordite Gun cotton, wet Class IV, Divisions I and II, Safety fuze Cannon cartridges, fuzes for shell, Tubes, Rockets (signal, light and war) Filled shell, Q F Ammunition	Carried in special vans	Rates vary carried at 1 pie per maund per mile with a minimum charge on 20 maunds and at 2 pies per maund per mile with a minimum charge of Rs 3 and on 81 maunds	Carried in special or J type closed iron vans	At 1 pie per maund per mile actual weight of packages with a minimum charge on 20 maunds	Special powder vans are not at all times available, and delay in awaiting them is often inconvenient and vexatious to consignees and consignors. Some Railways have the proposed rates already. Their adoption universally would bring all into line.
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ANNEXURE D TO MINUTES OF PROCEEDINGS OF THE TARIFF SIMPLIFICATION COMMITTEE, 1908

Copied from English papers by "Times of India" dated 22nd September 1908

THE ENGLISH RAILWAYS

Recent Combinations

A great deal has recently been written on the subject of combinations or joint working arrangements which have recently been arrived at between various of the principal English railway companies, with a view to eliminating "unnecessary" competition and overlapping of train services. But, says a Manufacturer, writing in the "Standard," little attention seems to have been given to the important question as to whether, in these arrangements, the interests of the public and of our industries have been properly safeguarded. Those engineering manufacturers who know the difficulties of dealing day by day with the railway companies will share the writer's doubts as to whether our industries will not suffer even more in the future than they have in the past from the overcharges and onerous conditions which railway companies impose. Those who have had experience of manufacturing operations in countries other than our own know that the closest sympathy and working arrangements exist between the foreign railway companies and manufacturers. In many Continental countries for instance, the railway companies will quote a specially low rate to works who have sidings, and in many cases even bear the total cost of constructing sidings while in America, as was shown in a recent law case, the practice of one railroad was to encourage the establishment of towns and works on its lines by not only constructing sidings, but by actually carrying goods to and from such towns and works free of charge for a certain period after their establishment. It would, of course, be useless to expect our railway companies to show such enterprise or such close sympathy with industry in this country. Indeed, the writer does not suggest that it is always policy for a railway company to go so far. But, contrast this attitude to industry with that which has prevailed for many years past in this country. A manufacturer, having his works situated in the suburbs of, say, Birmingham, if he wants a railway siding must not only pay for its construction, but pay also a siding rate, which is a higher rate than he can obtain from any Birmingham station into which he might haul his goods. Indeed, the writer is aware of several instances where it is much cheaper for firms to carry their goods from their works, six or eight miles outside of Birmingham, to the nearest main station, rather than pay the siding rate. This is a condition of things which should be remedied.

Another serious matter is the carrying of foreign goods at a lower rate than those at which British goods are carried. It is possible at present to transport certain classes of goods at lower rates from, say, Hamburg to Birmingham, *via* London, than it is to send similar goods from London to Birmingham direct. This practically amounts to subsidising foreign manufacturers. If we enjoyed fair prices and a sense of security in our home market, such differences in our railway rates would not count for so much as they do at present, when foreign competition can only be met by working on the barest margin of profit and effecting every conceivable economy in production.

Another very serious question that is effecting our trade is that of classification. As new classes of goods are produced, as, for instance, in the electrical industries, the railways, without consulting the manufacturers or traders, place them in any classification they think proper, and, so far as my experience goes, in nearly every case they place them in the class that carries the highest rate, and the poor manufacturer has no remedy.

Overcharges.

Then there is the matter of overcharging and here manufacturers themselves are largely to blame. It is stated that overcharges are made by railways probably unavoidably, but the peculiarity of the situation is that rarely are these overcharges refunded, although they are registered in what is termed an "over-paid book." £50,000 would be a moderate estimate of the amount accumulated each year and registered in such books kept by the various railway companies, but

not refunded. The primary cause of such loss to the manufacturing firms is to be found in lack of experience on the part of the firms despatching goods of the intricacies of railway rate classification. It is not suggested that the overcharge is made intentionally by the railway companies, but the despatch clerk at the railway office is frequently so pressed for time, owing to the accumulation of work, that he cannot take sufficient care to investigate fully the exact classification under which the charge for any particular manufactures may be made, or to differentiate in favour of the firm where special rates or conditions prevail. When the check clerk discovers the overcharge too late, it is retained by the railway company and is registered in an "over-paid book," but beyond this no further action is taken unless the consignor or consignee of the goods makes application for a refund. Presuming that a box of hardware is to be despatched, the railway clerk, either through carelessness or in haste, would probably charge under the third classification where the rate per ton, is, say, 30s 10d for a given distance. When the goods were invoiced up by the despatching clerk on behalf of the trader it might be discovered that for hardware there was a special rate, equal to 27s 6d per ton. Frequently a special rate is arranged, notably for goods despatched from Sheffield, Birmingham, and other cities. Such special rates are from 10 to 20 per cent less than the normal third-class rate.

Another cause of overcharge is traceable to the great variety of machines and engines, where, particularly in connection with large consignments, special reductions are made. Few, for instance, excepting those dealing extensively with horizontal engines, realise that a cheaper rate is charged for such productions. Moreover, machinery packed in parts into cases is chargeable at the second-class rate, but in a great many instances traders will find that the freight has been reckoned according to the third-class, which is, of course, higher. Frequently also mistakes are made in what are termed "smalls"—items weighing 3 cwt. or less. The railway companies charge for such smalls an increase of 5d to 1s. 6d per package, according to the class under which the goods are rated. When two small packages are despatched to the same consignee by the same sender on the same day, the sender is entitled to have these separate consignments lumped together, and not charged separately.

The Board of Trade has nominally a control over the actions of the railway companies, but it is to be regretted that no steps have been taken to remedy these matters which have so long hampered British trade and industry. The writer is aware that manufacturers can bring their complaint to the notice of the Board of Trade, but in the past this has been little more than waste of time. What is needed is the establishment of an easily accessible authority before whom individual manufacturers and traders, as well as their Associations, can bring their complaints against the railway companies and have them inquired into and arbitrated upon. Cannot something be done in this direction?

Application for Privilege Ticket.

I hereby apply for ^{ticket}~~tickets~~ as below, subject to the Railway's regulations and conditions relating to Privilege Tickets, and declare that ^{it is}~~they are~~ for the use of the ^{person}~~persons~~ mentioned below, and I hereby agree to indemnify the Railways over whose lines the same ^{is}~~are~~ available against any claims made upon them by or on behalf of any person using such tickets

Description of persons for whom tickets are required.	Number of tickets required						
		Class	Single journey or return	From	To	Railway.	Date required for
For self 							
For wife " 							
For mother, sister, minor brother or children, 12 years of age } and over but under 18 years living with and wholly } dependent upon the applicant.							
For child or children under 12 years of age 							

Signature of applicant.

Station employed at _____ occupation _____

Department _____

We certify that, to our knowledge, the parties for whom privilege ticket orders are required are as described above.

1. Name _____

Designation _____

2. Name _____

Designation _____

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Description of persons for whom tickets are required.	Number of tickets required	Class	Single journey or return	From	To	Railway	Date required for
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